OLO, PHILIPPINE ISLANDS.

THE UNITED ASBESTOS ORIENTAL AGENCY.

Sole Agents for the UNITED ASBESTOS CO., LIMITED, LONDON. DODWELL & CO., LIMITED, General Managers.

NEW SERIES No. 1859. 日六初月五年七十二精光

FRIDAY, JUNE 21, 1901.

五拜醴 就一十月六英溶香 THIRTY DOLLARS. PER ANNUM.

Banks.

THE JOKOHAMA SPECIE BANK, LIMITED

ESTABLISHED 1880. CAPITAL PAID-UP 18,000,000. CAPITAL UNCALLED RESERVE FUND · Head Office:-YOKOHAMA.

Branches and Agencies: TORIO. NAGASAKI. LONDON. NEW, YORK. LYONS. SAN FRANCISCO. HONOLULU. BOMBAY. SHANGHAL TIENTSIN.

LONDON BANKERS: THE LONDON JOINT STOCK BANK, LD. PARŘS' BANK, Lb. THE UNION BANK OF LONDON, LD. HONGKONG BRANCH:-INTEREST ALLOWED. On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent. TARO HOĎSUMI,

NEWCHWANG.

Hongkong, 17th April, 1901. THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA. INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE:-LONDON. RESERVE LIABILITY OF SHARE-INTEREST ALLOWED, on CURRENT ACCOUNT at the Rate of 2 per cent. per

annum on the Daily Balances. On Fixed Deposits for 12 months... 4 per cent. T. P. COCHRANE,

Hongkong, 22nd May, 1901. THE NATIONAL BANK OF CHINA, LIMITED.

HEAD OFFICE:-HONGKONG. Board of Directors :-Chan Kit Shan, Esq. | C. Ewens, Esq.

Chow Tung Shang, Esq. J. T. Lauts, Esq. Chief Manager, GEO. W. F. PLAYFAIR. Interest for 12 months, Fixed 5 % Hongkong, 20th December, 1899. IONGKONG AND SHANGHAL

BANKING CORPORATION. RESERVE FUND .-

Sterling Reserve\$ 10,000,000 } \$13,000,000 RESERVE LIABILITY OF PROP'TORS.\$10,000,000 COURT OF DIRECTORS:

R. Shewan, Esq., Chairman. Hon. J. J. Bell-Irving, Deputy Chairman. A. Haupt, Esq. D. M. Moses, Esq. N. A. Siebs, Esq. A. J. Raymond, Esq. | H. W. Slade, Esq. R. L. Richardson, Esq. | H. E. Tomkins, Esq. H. Schübart, Esq. Paul Witkowski, Esq.

CRIEF MANAGER: Herigkong-Sir Thomas Jackson. Strangber - H. M. BEVIS, Esq.

LONDON BANGOR -- LONDON AND COUNTY BANKING COMPANY, LIMITED, HONORONG--INTEREST ALLOWED: On Current Arcount at the rate of 2 per Cent. per Annum on the daily balance. .

UN FIXED DEPOSITS : * For 3 months, 23 per Cent. per Annum. For 6 months, 34 per Cent. per Annum, For 12 months, 4 per Cent. per Annum, Chief Manager.

Hongkong, 4th June, 1901. HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be votained on application. INTEREST on deposits is allowed at 31 PER

CENT. per annum, Depositors may transfer at their option balances of 5100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED. DEPOSIT at 4 PER CENT, per annum. For the HONGRONG AND SHANGHAI

T. JACKSON, Chief Manager. Hongkong, 4th October, 1900.

BANKING CORPORATION,

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Taels. SUBSCRIBED CAPITAL 5,000,000 PAID-UP CAPITAL 2,500,000

Head Office :- SHANGHAI. Branches and Agencies. CANTON.40 CHEFOO. PENANG. CHINKIANG. SINGAPORE. CHUNKING. TIENTSIN.

HANKOW. HE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies. HONGKONG BRANCH.

Advances made on approved securities. Bills discounted. INTEREST ALLOWED ON DEPOSITS. %-per Annum Fixed Deposits for 3 months.

E. W. RUTTER, Manager.

Hongkong, 1st January, 1901. GREEN ISLAND CEMENT COMPANY. LIMITED.

PORTLAND CEMENT.

\$5.50 P Cask of 375 lbs. Net ex Factory. \$3,30 \$\text{ Bag of 250 lbs.} SHEWAN, TOMES & CO., General Managers. Hongkong, ist June, 1901,

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

REMARKS LONDON, &c..... Parramatta*, R. T. Cook, R.N.R. ... Noon, 22nd June... Freight or Passage. SHANGHAISunda.......E. R. Dowell, R.N.R...About 22nd June...Freight or Passage. S'HAI & JAPAN ... Malacca, E. G. Andrews About 28th June ... Freight or Passage.

* (See Special Advertisement).

For Further Particulars, apply to

Hongkong, 17th June, 1901.

H. A. RITCHIE, Superintendent.

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE. STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN. SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG; PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;

Steamers will call at SOUTHAMPTON to land Passengers and Luggage. N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia. PROPOSED SAILINGS FROM HONGKONG.

	(SUBJECT TO A	LTERATION.)
ı	STEAMERS. SACHSEN KIAUTSCHOU, Hamburg-Amerika Linie BAYERN STUTTGART	SAILING DATES.
	BIAITECHOTI Dalama Anna 1	THURSDAY, 27th June.
	RAVERN	THURSDAY, 11th July.
	STUTTENET	THURSDAY, 25th July.
	KONIG ALRERT	THURSDAY, 8th August.
	PRINZESS IRENE	I HUKSDAY, 22nd August.
	STUTTGART KONIG ALBERT PRINZESS IRENE PRINZ HEINRICH	THILDSDAY, 5th September.
	PREUSSEN	WEINERDAY and Assistan
	PRINZ HEINRICH. PREUSSEN. HAMBURG, Hamburg-Amerika Linie	WEDNESDAY 16th October
	SACHSEN	THE PARTY OF THE P
	KIAUTSCHOU, Hamburg-Amerika Linie BAYERN STUTTGART KONIG ALBERT. PRINZESS IRENE	WEDNESDAY, 13th November
	BAYERN	WEDNESDAY, 27th November.
	SIUIIGART	WEDNESDAY, 11th December.
	DESTRUCTED TO CARE	WEDNESDAY, 25th December,
	PRINZESS IRENE PRINZ HEINRICH PREUSSEN HAMBURG, Hamburg-Amerika Linia	WEDNESDAY, 8th January, 1902.
	PREUSSEN	WEDNESDAY, 22nd January, 190
	HAMBURG. Hamburg-Amerika Linia	WEDNESDAY, 5th February, 190
	HAMBURG, Hamburg-Amerika Linie	WEINESDAY, 19th February, 190
)	N THURSDAY, the 27th day of June, 190	

of the NORDDEUTSCHER LLOYD, Captain H. Supmer, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA. Shipping Orders will be granted till Noon, on TUESDAY, the 25th instant, Cargo and Specie will be received on Board until 5 P.M., on WEDNESDAY, the 26th instant, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 25th instant.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board. NORDDEUTSCHER LLOYD. For further Particulars, apply to

Hongkong; 19th June, 1901.

MELCHERS & CO., · AGENTS.

HONGKONG

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1900.

IDN IN THE CIVAICIEDURIA.

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

Hongkong, 2nd July, 1900.

MANAGER.

PER CASE OF 4 DOZ. QUARTS 6 DOZ. PINTS - -

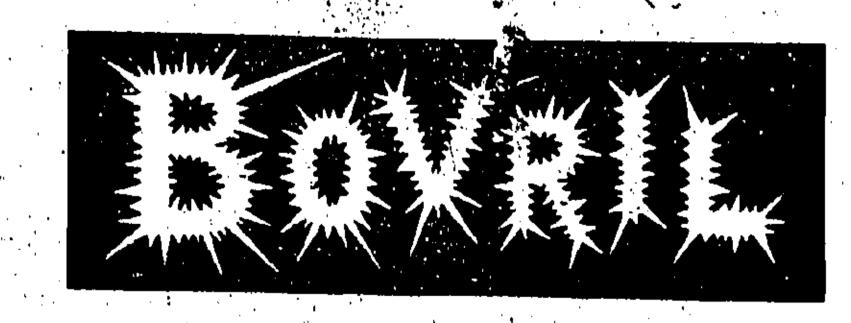
> SOLE AGENTS: H. PRICE & Co.,

Hongkong, 2nd May, 1901.

17, QUEEN'S ROAD.

Intimations.

Boyril Promotes Energy and takes away that tired feeling which life in the East produces. Unrivalled for Athletes and persons. of either sex cultivating physical strength. To be obtained at all Stores, Chemists and Hotels throughout Hongkong, China and



BOYRIL PROMOTES HEALTH,

STRENGTH AND ENERGY

UNITED ASBESTOS AGENCY, LIMITED.

SOLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,

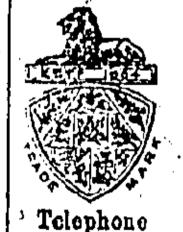
ASBESTOS CO., LD., LONDON,

CONTRACTORS TO H.M. GOVERNMENT. MANUFACTURERS OF THE

Best Qualities of ASBESTOS GOODS and PACKINGS. HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.

"VICTOR" METALLIC BOILER JOINTS. ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities. ESTIMATES given for every DESCRIPTION of WORK. CHIEF SUPERINTENDENT......THOMAS SKINNER. SUPERINTENDENTARCHIBALD RITCHIE.

DODWELL & CO., LIMITED, General Managers. CHAMPAGNES



- No. 75.

JUST LANDED. SUPPLIES OF THE FOLLOWING WELL KNOWN BRANDS.

			9.
	6 Magnums,	t doz. bots.	a dox. 14 bots.
Piper Heidsieck Gold Foil	1.5	44	47
Giesler & Co	48	44	47
Lanson Père et Fils	***	43	46
Irroy Carte d'Or., Ex. Sec	· · · · · · · · · · · · · · · · · · ·	38	41

Sole Agents for the above . CALDBECK, MACGREGOR & WINE AND SPIRIT MERCHANTS.

15, Queen's Road, Hongkong, 18th June, 1901.

MITSUI BUSSAN KAISHA (OR MITSUI & Co.)

HEAD OFFICE:-43, SAKAMOTO-CHO, TOKYO.

LONDON OFFICE:-34, LIME STREET, E.C. HONGKONG OFFICE: -- 6, ICE HOUSE STREET.

BRANCH OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Manila, Amoy, Shanghai, Hankow, Chefoo, Tientsin, Newchwang, Port Arthur, Scoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, * Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address for all the Offices: "MITSUL"

A.B.C. and A 1 Codes used.

CONTRACTORS OF COAL to the Imperial Japanese Navy, Arsenals and Railway Bureau: Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Milke, Tagawa and Yamano Coal Mines; and SOLE AGENTS for Fukumo, Hokoku, Ichi-mura, Kanada, Kishima, Manouro, Onoura, Otsuji, Sonoda, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coal Mines. Hongkong, 25th May, 1901.

PETER SYS' WONDERFUL SPECIFIC. THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHŒA, HEMORRHAGE and ULCERATION

of the BOWELS. Recommended by some of the Chief Specialists of the Medical Profession.

Sold retail by all Chemists and Wholesale

THE PETER SYS COMPANY, (Proprietors and Sole Manufacturers) 9, Old China Street, Shanghai.

12th October, 1898.

WARREN. BUILDING CONTRACTOR, No. 25, ABERDEEN STREET.

CANITARY APPLIANCES SUPPLIED and FIXED, DRAINS, TRAPS, WASTE PIPES, &c. CLEANSED and RE-PAIRED. Sanitary Board Notices receive prompt attention. Agent for MOSAIC TILES. Prices on Application.

THE BRITISH NORTH BORNEO CO.

A PPLICATIONS are invited for the OF PUBLIC WORKS and GOVERNMENT SURVEYOR. Applications and Copies of Testimonials to be sent to the undersigned, from whom terms may be learnt. Appointment to bi taken up as soon as possible. GIBB, LIVINGSTON & CO.

Agents. Hongkong, 26th January, 1901.

NOTICE. TENDERS are hereby called for the ERECTION of BRICK SHOPS at JESSELTON for the NORTH BORNEO GOVERN-MENT, Particulars of which may be seen at

[21]

Messrs. GIBB, LIVINGSTON & CO., Agents. Hongkong, 13th February, 1901.

DROZ & Co., WATCH MANUFACTURERS, STEAM FACTORY ESTABLISHED 1864. ST. IMIER, SWITZERLAND.

SPECIALITIES: LEVER WATCH & CHRONOGRAPHS: TRADE MARKS: MAXIM, BERNA, &c. DEPAIRS of WATCHES and CLOCKS

by competent European experts at Moderate Rate. No. 10, QUEEN'S ROAD CENTRAL

[124c Hongkoog, 15th May, voot,

Intimations.

SANITARY BOARD,

WNERS of HOUSES situated in the Western Division of the City of Victoria, who have not had their Premises LIME. WASHED and CLEANSED in accordance with Law, are reminded that the period during which this work should be FINISHED ends on the 30th day of JUNE, 1901, and the Sanitary, Board being convinced of the necessity of Cleanliness in its efforts to Stamp out Plague, is determined to rigorously prosecute any owner in default after the above named Date. By Order of the Board,

G. A. WOODCOCK, Acting Secretary.

ist June, 1901. NOTE. -- The Western Division of the City lies to the West of Morr son and East Streets.

- PEAK CLUB.

'HE BAND of the SECOND BATTA-LION ROYAL WELSH FUSILIERS will play on SATURDAY, the 29th instant, instead of Saturday, the 22nd instant, as previously notified.

OSWALD D. THOMSON, Hon. Sec. Hongkong, 19th June, 1901. HONGKONG ELECTRIC COMPANY,

LIMITED. O-T-I-CE is hereby given that the TWELFTH ORDINARY YEARLY MEETING of SHAREHOLDERS will be held at the COMPANY'S OFFICES, No. 4, Queen's Buildings, on SATURDAY, the 6th July, at 12-15 P.M. for the purpose of presenting the Report of the Directors, together with a statement of Accounts to 30th April, 1901, and electing Directors and Auditors.
The TRANSFER BOOKS of the Company

will be CLOSED from the 22nd instant, to the 6th July, both Days inclusive. By Order of the Board of Directors, GIBB, LIVINGSTON & CO.,

Hongkong, 19th June, 1901.

EYE-SIGHT. Mr. N. LAZARUS, Occulist-Optician, of London and Calcutta,

may be consulted for SPECTACLES at 16, Queen's Road Central, . (R. HOUGHTON & Co.) (Nearly opposite the HONGKONG HOTEL). Business hours: - 9 A.M. to 5 P.M.

GREAT proportion of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes-the many years of 'Eye Strain' ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight. Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.

O., Mr. LAZARUS supplied and only after testing the sight.

ADVICE FREE. Mr. LAZARUS supplies his SPECTACLES [1453b THE

> ROBINSON PIANO CO., LIMITED.

BEST VALUE IN

MONTHLY PAYMENT

SYSTEM. TUNING. REPAIRS.

Our Speciality. INSTRUMENTS. STRINGS.

U

Grand stock, reduced to clear, Hongkong, 28th May, 1901.

A. LING & Co., FURNITURE STORE.

(Next Door to Messis, WATKINS & Co.) QUEEN'S ROAD CENTRAL. Speciality: FOUCHOW LACQUER WARE. Hongkong, 18th June, 1901.

Notice of Firm.

NOTICE. IXIE have This Day authorized Mr.

VV . WILHELM NAGEL to SIGN our FIRM per Procuration. LEOPOLD SPATZ & CO. Hongkong, 17th June, 1901,

Unsurance. NORTH GERMAN FIRE INSURANCE

COMPANY OF HAMBURG. THE Undersigned AGENTS of the above Class FOREIGN and CHINESE RISKS at

CURRENT RATES. SIEMSSEN & Co. Hongkong, 28th May, 1804.

For Hale.

FOR SALE, CHEAP.

COTTAGE PIANO by BORD, of PARIS, Three yours old, in Excellent Condition, For Price, &c., apply to THE ROBINSON PIANO CO/ Hongkong, 27th May 1901 July 15650

To-day's Advertisements.

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA THE Imperial German Mail Steamship

"BAYERN," of the NORDDEUTSCHER LLOYD. Captain H. Bleeker, due liere with the outward German Mail about TUESDAY, the 25th instant, will leave for the above Places about 24 hours after arrival.

NORDDEUTSCHER LLOYD. For further Particulars, apply to MELCHERS & CO., '

Hongkong, 21st June, 1904. NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Screw Steamship " ROSETTA MARU,"

(3,411 Tons Gross, Captain N. Tait), will be despatched for the above Port, on FRIDAY, the 28th instant, at 4 P.M. This Mail Steamer is provided with Superior

Accommodation and with all modern fittings Passengers. Doctors and Stewardess carried. Return Tickets issued by this Company are available for return by steamers of the other

For Freight or Passage, apply to A. S. MIHARA,

Manager, Hongkong, 21st June, 1901. PÒRTLAND AND ASIATIC STEAMSHIP

COMPANY

Agents for and in connection with THE OREGON-RAILROAD AND NAVIGATION COMPANY Operating the New First-class Steamships Alndravelli," "Indrapura," "KNIGHT COMPANION,"

HONGKONG and PORTLAND (OR.). Calling at SHANGHAI, NAGASAKI, MOJI, KOBE and YOKOHAMA. THE Steamship

"INDRAPURA," will be despatched for PORTLAND (OR,) | facture. on or about the 6th July, 1901.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through Rates of Freight and further Information communicate with or apply to ALLAN CAMERON,

General Agent, SHEWAN, TOMES & CO. Hongkong, 21st June, 1901.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Cor's Steamship FROM BOMBAY, COLOMBO AND

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are

being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each *consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed. This vessel brings on Cargo: From London, &c., ev S.S. Oceana and

From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M., TO-DAY. Goods not cleared by the 28th instant, at 4

P.M. will be subject to rent. No Fire Insurance will be effected by me in

any case whatever. All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised. H. A. RITCHIE,

Superintendent. Hongkeng, 21st June, 1901. NIORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES

STEAMSHIP "QUEEN ADELAIDE," FROM TACOMA, VICTORIA, YOKO HAMA, KOBE, MOJI AND VLADIVOSTOCK.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & Co., LIMITED,

Hongkong, 21st June, 1901.

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones. Ladies and Children's Under-clothing Cm. dren's Dresses, and all kinds of Embroidery,

Materials can be supplied, if required. The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters. Hongkong, 22nd April, 1802

STEAMERS EXPECTED.			
Names.	Front	Due.	•
Flintshire America Maru Bayern Rosetta Maru	Shanghai Singapore Moji	June 25th June 25th June 25th	
Sachsen Catherine Apcar Hitachi Maru Silesia City of Peking Empress of Japan	Singapore Singapore San Francisco	June 26th June 26th June 27th July 4th	

We would direct the attention of shipping firms to the style in which "Steamers Expected" and Projected Sailings are now published in these columns, and in so doing respectare now published in these columns, and in so doing respect.

[ally argo the managers of shipping from to give orders to give orders to glue orders to glue

Gaelic San Francisco... July 12th

Intimation.

A. S. WATSON & Co..

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS

ÆRATED WATERS IN THE FAR EAST.

OUR FACTORIES are constructed with every attention to the best principles that sanitary science can and improvements for the safety and comfort of | suggest; and our NEW FACTORY at WEST FOINT is the LARGEST and BEST EQUIPPED in the FAR EAST.

> A perfect System of Filtration is day) evening, from 8 p.m. to 9.30 p.m.:employed guaranteeing Absolute pur-

The Machinery used is of the Latest

A STAFF OF ENGLISH EXPERTS attends to every detail of the Manu-

The Waters produced are of the highest class and excellence; as testified to by the best English makers.

A. S. WATSON & CO., LIMITED, THE HONGKONG DISPENSARY: Hongkong.

Pongkong Celegraph

HONGKONG, FRIDAY, JUNE 21, 1901.

REUTER'S TELEGRAMS. GERMANY, AND HER TROOPS. RETURNING FROM CHINA.

LONDON, June 19th. The German Emperor has ordered a powerful squadron of warships to meet the troops returning from China at Gibraltar,

and to escort them back to Germany. FRENCH ACTIVITY IN INDO-CHINA.

The French Cabinet has approved of the Convention between General Doumer and several Paris Banks to build railways in Indo-China, including a line 290 miles long between Laokai and Yunnensen.

REPORTED LOSS OF THE "ASTURIA."

The Managers of the Hongkong Office of the Hamburg-Amerika Linie inform us that they have just received a telegram from Singapore " Asturia reported total loss."

WEATHER REPORT.

The Observatory report says:-

On the 21st at 12.10 p.m. the barometer has fallen on the E. coast of China.. The depression appears to be leaving the coast and moving into the Yellow Sea. Gradients moderate with strong to moderate S. monsoon on the coast, and in the N. part of the Clina Sea. Forecast:-Fresh S.W. winds; squally, showery.

LOCAL AND GENERAL.

THE Malay Mail speaks of a rumour, current in Kuala Lumpur, that Mr. Whyte, may throw up the managership of Raub.

A HAYAS telegram, dated Paris, June 14th, say an explosion has occurred at a cartridge factory near Paris, 15 being killed and 22 wounded.

THE concert to be held at the Central Police Station bids fair to be a big success. The committee appointed to manage matters are working hard to ensure it.

THE s.s. Pakshan is now sailing under the The successor to the late Mr. Brownhill, of got into the hands of the Police it was only Messrs. Bradley & Co., has not yet been definitely decided upon.

THE contractors are pushing on with the foundations for the new Supreme Court building and look as if they will soon catch up with the works on the right front of the Hongkong Hotel. Time is evidently of no use to the latter, they require eternity.

WE shall be obliged if any subscriber on receiving his paper late or irregularly will fact that whereas the witnesses for the prowrite on the Wrapper of the paper the Time of delivery, etc., and forward the Wanpper to the Manager, Hongkong Telegraph Co., Ld., 50

THE Hamburg-American line steamer Asturia, the report of whose loss we publish this evening, left Hongkong on her homeward voyage on the 13th ulto.

A rETITION is being got up, numerously signed, asking H.E. the Governor to further a scheme for providing a school in Hongkong for the education of Europeans only.

THE prevailing hot, and damp weather seems to have produced quite a number of fungoid growths. Another petition is on the job, protesting against Mr. Osborne's well-meant endeavour to introduce plague as a permanent resident on the Kowloon Peninsula.

THE German transport Crefeld is due at Shanghai in a few days bringing 800 troops for the garrison, including 200 mounted infantry. The Mercury understands that the present garrison will shortly return home. It is stated that, with the exception of the Legation guard all the German troops to remain in China wil be stationed at Shanghai.

MESSRS. Arnhold, Karberg and Company, advise us that they have received a telegram from the General Managers in London of the "Shell." Transport and Trading Company, Limited, announcing that an Interim Dividend for the first half year of is. 3d. per share will be paid in London on and after 30th instant Holders of the Bearer Shores will receive their dividends against Coupon No 12

THE Band of the Madras. Light Infantry will play at the Hongkong Hotel to-morrow (Satur

Selection " Belle of New York " Kerker "God save the King,"

FOUR countries have now entered into keen competition to supply India with matches, says the Mandalay Herald. Three are well known from the names on the familiar domestic matchbox-Japan, Sweden and Belgium. The fourth, many will be surprised to hear, is the Straits Settlements. At present the fight is mainly between Japan and the Straits Settlements, and the former has a slight lead with to I lakhs of rupees a year against to lakhs by the Straits Settlements. But the Singapore trade has for long been steadily increasing, whereas Japan is not doing much more than holding its ground. Of the two other countries, Belgium sent 7 lakhs. The English match counts for very little in the struggle.

WE would call the attention of our readers to the offer of a prize of fifty dollars made in our leader column of the 11th instant. As will be seen, the prize is to be given for the best sketch of a project for the capture of the Island by a hostile force with a view to the destruction of the Naval Yard, Arsenal and Barracks. This is a subject which should readily interest our readers, and we trust that we shall have a good batch of manuscripts to consider. Articles should not exceed two thousand words in length; they must be written on one side of the paper only and should reach this office before 5 p.m. on Saturday, 29th inst. All articles to be address-

> The Editor, " Hongkong Telegraph," 50, Queen's Road Gentral.

THE Straits Times says :- A European engineer, sailing in a local trade vessel, plying between this and China, sent his box ashore to his wife here the other day. The lady opened the box, and found in it twenty one tins of opium from China of considerable value. The engineer in question took these tins of opium to the farmer who rewarded him with a large. amount. The engineer cannot account for the drug in the box otherwise than through plotting by Hylam servants on board for their own behoof. The Farmer knows well the smuggling ways of shipboard Hylam servants. The theory is that the plotters had not time to take the tins out.. The tins were amongst the clothing in the box, which were probably for the dhoby. If the opium had been found in the engineer's possession, he would have been in an awkward position.

LEGAL INTELLIGENCE.

SUPREME COURT.

CRIMINAL SESSIONS.

Before His Honour Sir John Carrington, KI., C.M.G., (Chief Justice.) June 21st.

THE ALLEGED BRIBERY CASE.

On the Chief Justice taking his seat this morning, Mr. Francis, K.C., proceeded to address the Jury on behalf of the Defendant. He pointed out that although the Defendant was charged on two separate counts they both arose out of the same transaction, and went on to say that what the Jury would have to decide would be not whether or no Crisp took the forty dollars from Chun Sim Ku, but with what intention did he take it? Counsel was of opinion that the case should have been dropped in its earlier stages so soon as the evidence of Mr. Tooker anent Crisp having told him that he intended to make an example of this particular man came to light. This, added to the statement made by the Defendant when arrested, ought to have convinced any reasonable person that there was no command of Capt. Ferris, late chief officer, ground for a prosecution, but the case having to be expected that it would be run out to the bitter end. Had it been a Policeman who was concerned the whole case would have been allowed to fall through. He then dwelt on the high character borne by the Defendant, who had held a good position in London for nine years and was specially engaged at home by the Crown Agents. He had done good work here for nine months directly under the eye of Mr. Tooker, and Mr. Tooker himself spoke as to his high character. Mr. Francis went on to review the evidence very thoroughly and commented freely upon the secution seemed to have their tales quite pat when examined by the Acting Attorney General, yet when he (Mr. Francis) came to cross-examine them they evidently wanted time

and Counsel draw attention to the fact that far from the Chinese witnesses having forgetten anything since the trial in the Police Court, they seemed to have talked the matter over and improved several points, to which he drew

Mr. Francis went on to point out that his client was debarred from giving evidence and thus throwing light on the case, and he (Mr. Francis) also laboured under a disadvantage inso much that he was obliged to address the Jury first and would not be allowed to reply to any construction which his learned friend might put upon the evidence. He emphasised the fact that Crisp was trying to catch the Chinaman, but that the Chinaman had laid a trap for him, and, as usually happened, the less astute European was no match for Oriental cunning Was it likely, he asked, that a man in Crisp position, with a wife and child, knowing what a lot of trouble the complainant had already given, and having indignantly refused to be bribed by him on a previous occasion, would thus place himself in the power of this man? Mr. Francis made a very able speech for the defence, which occupied two hours and in which every point of the evidence was thoroughly gone into. Mr. Pollock, K.C., the Acting Attorney Gen-

eral, addressed the Jury at some length for the prosecution, his speech occupying three quarters of an hour. His principal point was that it was strange that. Crisp should have failed to mention the fact of the complainant having tried to bribe him for nearly two months, although he sat in the same office as Mr. Tooker and was constantly with him He contended that Crisp's guilt was shown by

this and that his subsequent mention of the complainant having tried to bribe him, was simply to pave the way for his escape should the matter come to light. His Lordship announced that his summing

up would probably take an hour and, as the Jury preferred it, the case was adjourned until two adequate supply of fresh drinking water... On the case being resumed at 2 p.m., His Lordship Sir John Carrington summed up the

case to the jury. He recited the main points of the case. It seemed the complainant was trying to catch the defendant at the time the defendant was trying to catch complainant. It was a case of East and West. His Honour pointed out clearly the various aspects to be considered by the jury, going through each item of the evidence we have already reported

At 3.58 p.m. His Lordship asked the jury to consider their verdict, pointing out both the public and private interest which centered in the case. The Jury, without retiring, found the Defendant not guilty on both counts by

QUARANTINE.

A Government Gazette Extraordinary vesterday's date publishes the following im-

portant quarantine regulations :-The following Quarantine Regulations shall take effect from the 20th day of June, 1901, in lieu of those published in Government Notification No. 124 of 10th April, 1897 :--

QUARANTINE REGULATIONS: Under Section 25 of Ordinance 26 of 1891.

1. In these regulations, the term " Health Officer" means the Health Officer of the Port, or any other medical officer, duly authorised to act for or assist him, or in charge of any place set apart for the detention and seclusion of persons actually suffering from disease; the term " Vessel " includes steamers, sailing ships, junks, and lorchas, and British and Foreign ships of war, as well as merchants ships of all kinds; the term "boat" includes any rowingboat, sailing-boat, launch or pinnace; the term "port or place at which any infectious or contagious disease prevailed" means a port or place proclaimed to be such by order of the Governor in Council published in the Gazette, from the date of such proclamation. The words "infectious or contagious disease" shall for the purposes of these regulations, mean cholera, choleraic diarrhoa, small-pox, typhus fever, yellow fever, bubonic plague, and any such other epidemic disease as the Health Officer may consider to imperil the safety of the passengers or crew. The term' "infected vessel" shall mean any vessel which has a case of any of the above mentioned diseases on board or on which one or more cases of any such diseases shall have occurred within a period of twelve days previous to the date of arrival of the vessel in the waters of this Colony, except in the case of cholera, when such period shall be seven days instead of twelve; the term " suspected vessel" means any vessel on which one or more cases of any of the above mentioned diseases shall have occurred at the time of departure or during the voyage, but on which no fresh case has occurred within a period of twelve days, or in the case of cholera seven days, previous to the date of arrival of the vessel in the waters of this Colony; the term "healthy vessel" shall mean any vessel which, having come from a port or place at which an infectious or contagious disease prevailed, has had no death from, and no case of any such disease on board while at such port or place or during the voyage therefrom, or on arrival.

2. Every "infected," every "suspected" and every "healthy" vessel arriving in the waters of this Colony shall immediately on entering the Harbour limits of Victoria fly a yellow flag (letter O in International Code of Signals) and shall not communicate with the shore unti granted pratique by express written order of the Health Officer who shall, in every case, board and examine all the passengers and crew of such vessel. But with the written consent of the Health Officer any such vessel which is on a voyage to any other place may be allowed to proceed on such voyage or to tranship her passengers for the purpose of completing such voyage: Provided that no communication has been held with the shore except as permitted by these regulations.

3: Every "infected," every "suspected" and every "healthy" vessel shall proceed at once to the Quarantine Anchorage and shall not remove therefrom, except from stress of weather, until released by order of the Health Officer. No vessel having to leave the Quarantine Anchorage from stress of weather shall communicate with the shore, or with any other vessel. and such vessel shall return to the Quarantine Anchorage immediately such stress of the weather has subsided. Provided that in case of stress of weather involving probable actual danger to the vessel, the vessel may remove for a time, but shall be deemed nevertheless for all purposes to be subject to all other regulations applicable to such vessels. No such vessel shall enter the Harbour

limits of Victoria before 6 a.m. or after 6 p.m. 4. The Quarantine Anchorage shall be within the following boundaries, and the master of every vessel shall remove his vessel to any part of the Quarantine Anchorage as and when required by the Harbour Master:-

Western Boundary .- A line drawn from the west side of Stone Cutters' Island to west side of Green Island (on Admiralty Chart marked as harbour boundary). Southern Boundary .- That part of a line

having the Naval Coal Sheds at Kaulung

bearing E. by S., commencing where it

meets the enstern boundary, and terminating where it meets the western boundary Eastern Boundary. A south line drawn from a white mark on south side of Stone, the same.

Cutters' Island until it reaches the southern boundary.

soundings. 5. The master or other person having the control of any vessel shall give the Health Officer or Boarding Officer such information about the vessel and the voyage and the health of the crew and passengers and otherwise, as the Health Officer or Boarding Officer may require, and shall answer truly and fully all questions put to him by the Health Officer or Boarding Officer.

6. (a) On the arrival of an "infected" vessel at the Quarantine Anchorage the Health. Officer shall medically examine all persons on board such vessel and shall arrange for the removal of any persons suffering from any the above mentioned diseases, to a Hospital, and the removal of any dead bodies for burial. The passengers and crew shall then be kept under observation either on board such vessel or at an Observation Station to be hereafter appointed by the Governor in Council, or shall 6 (b) respectively may also be enforced. be permitted to land, and be kept under surveillance, at their residences on shore, at the curred by the Government for the medical days, or in the case of cholera five days, from of such of the merchandise on board and of the baggage and personal effects of the passengers and crew as he may deem necessary, and the give as to the disinfection and pumping out of bilge water, the disinfection of drinking water tanks, and the provision of a proper and

Provided that any person certified by the Health Officer to be suffering from any illness which such Officer suspects may prove to be infectious or contagious disease may either be detained on board, the ship or may be taken to some hospital or other place appointed for the purpose and detained there for a period not exceeding two days, in order that it may be ascertained whether his illness is or is not contagious ; and that during such period the vessel may be treated as an "infected" vessel.

(b.) On the arrival of a "suspected" vessel at the Quarantine Anchorage, the Health Officer shall medically examine all persons on board such vessel. The passengers and crew shall if found to be free from any infectious or con tagious disease, be permitted to land but shal be kept under surveillance at their residences on shore for such period of time as the Healt Officer may deem necessary: Provided that such surveillance shall in no case extend for a longer period than ten days, or in the case of cholera five days, from the date of arrival of the vessel in the Harbour limits of Victoria. The Health Officer shall then proceed with the disinfection of the vessel and with the disinfection or destruction of such of the merchandise on board and of the baggage and personal effects of the passengers and crew as he may deem necessary; and the Master of every such vessel shall comply with any instructions that the Health Officer may give as to the disinfection and pumping out of hilge water, the disintection of drinking water tanks, and the provision of a proper and adequate supply of fresh drinking water.

(c.) "Healthy" vessels shall be visited and the passengers and crew medically examined by the Health Officer, and if found to be free from any infectious or contagious disease, such vessels shall be admitted to free pratique immediately, on arrival, irrespective of the nature of their bill of health. The Master of every such vessel shall comply with any instructions that the Health Officer may give as to the disinfection and pumping out of bilge water, the disinfection of drinking water tanks, and the provision of a proper and adequate supply of fresh drinking water. The passengers and crew may, moreover, at the discretion of the Health Officer, be kept under surveillance for a period of time not exceeding ten days from the time of leaving the infected

7. If any vessel in the waters of this Colony is known to have any case of any infectious or contagious disease on board, or is a vesse which, in the opinion of the Health Officer, ought according to these regulations to be placed under observation, the Health Officer shall order such vessel to the Quarantine Anchorage, and the Master or person in charge of such vessel shall thereupon hoist a flag of yellow colour (letter Q in the International Code of Signals) upon such vessel and remove the vessel to the Quarantine Anchorage, and all the regulations applicable to "infected" vessels shall apply to such vessel.

8. In case of a death from an infectious or contagious disease happening on board-any vessel, the body shall be disposed of in such manner as may be ordered by the Health Officer; and the Master of the vessel shall carry out such orders as the Health Officer may give him in relation to the disposal of the body.

9. No person shall leave any "infected" or "suspected" vessel, or hold communication from such vessel with the shore, or with any other vessel, or take or send any person or thing whatsoever out of the vessel, until the express written permission of the Health Officer has been communicated to the Master or other person having the control of the vessel, and such precautions as the Health Officer may require have been observed. to. No person other than the Health Officer.

or persons in his boat, shall approach within thirty yards of any "infected" or "suspected" vessel, or hold any communication with such vessel or with any person on board of it, or receive, or take any person or thing whatsoever, directly or indirectly, from the vessel or from any person on board of it, without having first received the express written permission of the Health Officer, and observing such precautions as the Health Officer may require. 11. No person placed on board the Hygeia

shall leave the same or hold communication with any vessel or boat, or take or send any person or thing whatsoever out of the Hyggia without having having first received the express written permission of the Health Officer, or Medical Officer in charge, and observing such precautions as such officer may require. 12. No person other than the Health Officer,

or Medical Officer in charge, or persons expressly deputed by them, shall go on board or approach within thirty yards of, or hold communication with, the Hygeia or with any person in it or receive or take anything whatsoever, Consumption 98,403,000 106,178,000 gallons directly or indirectly, from the Hygeia or from | Estimated ! any person in it, without having first received the express written permission of the Health Officer, or Medical Officer in charge, and observing such precautions as such officer may

13. The Captain Superintendent of Police, and any officers that he may appoint for the purpose, may order any person leaving or coming from any "infected " or," suspected " vessel or from the Hygeia, or taking or sending any person or thing whatsoever from any such vessel, to remain in, or return to, and to return such persons or things to such vessel or to the Hygein, and may, by such necessary force as the case requires, compel any person neglecting or refusing to observe such order to obey

. 14. Nothing in these regulations shall render liable to detention, disinfection, or destruction. Northern Boundary. Five fathom line of lany article being part of any mails conveyed under the authority of the Postal Administration. of any Government, or shall prejudicially affect the delivery in due course of any such mail to

> Ship (as defined by Ordinance No. 1 of 1889), or has passengers on board who are in a filthy or otherwise unwholesome condition, or is overcrowded with passengers, emigrants or otherwise, the Health Officer may, if in his opinion it is desirable with a view to checking the introduction of any infectious or contagious disease, and on his certifying to that effect, order such vessel to proceed to the Quarantine Anchorage or to, such place as he may direct, and may detain under observation or surveillance the passengers and crew for such period, not exceeding ten days from the arrival of the vessel, as he may direct; and if the vessel is also an "infected" or "suspected" vessel, the

15. Where a vessel is a Chinese Passenger

measures prescribed in regulation 6 (a) and 16. Any costs, and expenses charged or indiscretion of the Health Officer: Provided attendance and maintenance of any person, that such observation or such surveillance shall whether on the ship's articles or not, who is in no case extend for a longer period than ten | removed to the Hygreia, or any other hospital or place from any vessel under these regulations the date of arrival of the vessel in the waters | for Medical Treatment or surveillance, or for of this Colony. The Health Officer shall then the burial of any such person who may die, or forthwith proceed with the disinfection of the of any dead body found on board any vessel, or vessel and with the disinfection or destruction | for the cleansing and disinfection of any vessel or of the merchandise on board any vessel, or of any part of such vessel or merchandise, including the hire of any necessary labour, boats Master of every such vessel shall comply with junks, hulks, premises on shore and disinfecting any instructions that the Health Officer may appliances shall be paid to the Government by the owners or agents of the vessel on demand.

17. Where any breach of any of the above regulations is committed, all the persons assisting in any way in the commission of such breach and the Master or other person having the control of any vessel or boat on board of which such breach has been committed, or which has been in any way engaged in the commission of such breach, shall be severally answerable for such breach, and shall be deemed guilty of the same.

-18. The above regulations shall not in any way interfere with the internal management of any of His Majesty's ships or of Foreign ships of war, or with their freedom to proceed to sea, whenever the officer in command may deem such course requisite.

19. The preceding regulations (with the exception of No.-15) shall not apply to any vessel which has on board as Surgeon or Medical Officer a Medical practitioner entitled to be registered as such in this Colony provided that upon entering the waters of this Colony the Master of the vessel shall sign a certificate, in the form A appended to these regulations, to the effect that there has been no sickness of an infectious or contagious nature. on board such vessel within a period of twelve days previous to the date of arrival of the vessel within the waters of this Colony, and unless the Surgeon or Medical Officer of the vessel shall at the same time, sign a certificate, in the form B appended to these regulations, to the same effect, with the addition that he has seen every person on board such vessel within the twelve hours immediately preceding his signature thereto.

Any master, and any surgeon or medical officer of any such vessel who shall sign any such certificate as aforesaid containing any false statement, and any person signing any such certificate as surgeon or medical officer of the vessel when not duly qualified as aforesaid so to sign shall be deemed to be guilty of a breach of these regulations and may be proceeded against and punished accordingly. R. F. JOHNSTON,

Acting Clerk of Councils. COUNCIL CHAMBER, Hongkong

THE TROUBLE WITH THE COOLIES

One of the largest employers of labour, on being seen this morning, threw another side light on the plague question. Looking at it from the standpoint of a level headed man of business he was eloquent on the trouble and loss occasioned by the coolie's frightful dread of being taken away and treated in an establishment under European control. A large number of coolies under his direction hail from Swatow, and it seems that after considering quietly amongst themselves, they gave formal notice that in the event of one of their number being taken away they would leave in a body. These men are not coolies put on now and again as occasion requires, but men who have been regular servants, for years. One can understand the loss sustained in a case such as happened a few days ago. One coolie was suffering slightly from fever, a Sanitary Inspector saw him and had him taken away as a supicious case. Eighty-four of his Jokis left the same day in consequence.

It all points to the fact that never will plague leave Hongkong while the fear of the white. man's hospital is so strongly imbued in the Chinaman. He will lie sick in hiding communicating it to all who come in contact with him and even in death is still a source of danger. The Sanitary Board should own up that this is so, and devise some effective means of putting a stop to it and not continue to tinker with half a dozen different ways of abating the evil, none of which have proved

WATER RETURN

Level and storage of water in Reservoirs on the 1st June.

	`LEVEL	
	1900.	1901.
PT	{ 49' 6" below overflow	5 28' 6" below
1 yram	overflow	overflow
Pokfulam	6' 8" below	4' 8" below
		overflow .
Wong-nai-	14' 5" below) 22' 1" below
cheong	loverflow .	overnow
	STORAGE GALLO	NS.
۲.,	1900.	
Tytam	89,450,000	186,640,000
A y tette	11.041470100	0.

55,860,000 Pokfulam... 51,440,000 Wong-naicheong 14,280,000 Total...155,170,000 250,973,000 Consumption of Water in the City of Victoria and Hill District during the month of May, 1900.

population Consumption 1

per head \ 1st to 13th inter-} mittent supply. Consumption of Water in Kowloon Peninsula during the month of May.

8,086,148 11,027,000 gallons Estimated 29,300 population

Consumption) per head 12.1 galions per day.

The Government Analyst reports that the water is of excellent quality.

W. CHATHAM,

SHOOTING.

"D" CO. H.K. V.C. v. SERGTS, 2ND R.W.F.

Teams representing the above met on the New Volunteer Range at Tai Hang on Thursday afternoon. Strong squalls and a very them: uncertain light tended to make the day anything but a good one for accurate shooting. Each team was composed of eight men; the distances being 200 yds., 500 yds. and 600 yds. seven shots and two sighters at each Range, and the best six scores to count. The result was a win for the volunteers by 23 points.

The following are the best six on either

	المماد الما				
1	' " 13 n'	co.	•	·	, · •
		200	500	600	Total.
Private	Horley	32	28	28	88
. 11	Watson		30	22	84
11	Mackenzie	30	23	31	8.1
**	Andrew		26	20	83
19	Clark	30'	29	24	83
1)	Bowley	37	18	10	55
			 '-		
•	· •	179	154	1.44,	477
· · ·	SERGTS.	R.W.	F.	•	
	•	200	500	600	Total.
Sergt, I	Dr. Mackie	33	28	51,	82
Sergt, I	oolan	30	25	25	So
Sergt M	fajorhickman	34	2.1	22	8 o
Band S	ergt. Adams	29	26	21	76
Sergt. I	logre	29	31	1.4.	74
Armr.	Sergt. Williams	25	124 -	13	62
			 .		
			~		

AT THE MAGISTRACY.

STEALING RICE.

Leung Lin got 3 weeks hard labour for stealing a bag of rice valued at \$5.50.

see the wrecks of humanity with the mark of the disease all over them charged every morning with possession of illicit opium.

CITINESE TERRY, GOVERN'S. Wan Ip and Chang Tau bad a willing round

or two in Kennedy Town and were fined \$3 or to days each. A STOLEN ABACUS.

Lam Shing, charged with stealing an abacus

went to prison for 14 days. His defence was

of the usual monotonous character. "A man

I did not know gave it to me."

ASSAULT. J. D. H. S. dos Remedios charged Ching Tin Hing with assaulting his daughter. The evidence shewed that defendant slapped the child knocking her against the door. The ...children admitted having pulled his queue at various times. The defendant was fined \$5.

THE PLAGUE.

Chinese 1/320
Other Asiatics 44
Europeans23
Chinese18 Other, Asiatics 1 Europeans o
Europeans o

Total number of cases reported to date: 1,400

Number of deaths reported Chinese
Number of deaths reported Schinese
Total number of deaths recorded to date 1,33 Since noon on Saturday last the cases an deaths are:—
Cases Chinese

Total 137 Other Asiatics Europeans 3 The plague returns for last week were ;-Cases......15t The returns for 21st June, 1894, were:—

European 2

Total deaths to date2,007 New cases in previous 24 hours... 24 Deaths in previous 24 hours 39 Patients under treatment 157-

All the Europeans in Kennedy Town Hospital are progressing favourably.

Mr. Bartholemew Balary admitted yesterday, we regret to say died this morning.

HONGKONG AND SHANGHAI

BANK ROBBERY. FURTHER DETAILS.

(Straits Times; June 13th.) The activity of the police and bank official in connection with the solution of the mystery surrounding the recent Hongkong and Shanghai Bank robbery has already been alluded to in these columns. Several arrests have been made, and these have resulted, as will be seen from the appended report, in several charges at the Second Police Court this morning. After the charges had been read over to the prisoners, who are all Klings, the proceedings were adjourned for one week.

This morning, fourteen individuals, two of them women, were brought before Mr. Michell in connection with the recent robbery \$270,000 at the Hongkong and Shanghai

The following are the details of offences laid to their charge.

Nina Mahomed is charged with theft as a servant, of \$270,000, the property of the Hongkong and Shanghai Bank on the 25th ult.

lay, Kata Piramah, and two women named Papamah and Haila, are charged with receiving stolen property to the value of \$12,000, the property of the bank, on the 26th ult. Kechil Mahin is charged with abetment of

Nina Mahomed and with receiving \$15,000, the property of the Bank.

Ana Nina Mahomed and Kader Mydin are charged with receiving the sum' of \$3,000, the property of the bank.

Noor Mahomed Abubaker, and Kupensah are charged with having on the 31st of March last | depth. retained 23 keys stolen from, and the property

of, the bank. . Mahomed Hassain is charged with aiding and abetting Nina Mahomed, in consequence of which abetment the offence of theft was committed: Inspector Watcham asked for a postponement for a week. This was granted. bail not allowed.

WHAT'S UP WI' RAUBS?

A good many people in Hongkong have been exercised in their minds about Raub shares lately. Perhaps the following letter to the Straits Times of the 14th instant, will interest

Sir,—I shall be obliged if you will insert the following letter in your paper:-The reports on Raub by Mr. McCarthy and Mr. Herbert Curle, as published in the Straits Times, and which have caused such a bad impression among shareholders and the public, vary somewhat, as to the value of Bukit Koman mine. The former puts down the quantity of payable stone, (i.e. stone carrying 15 dwts. or upwards to the ton) as approximately 60,000 tons while the latter values it at 30,000 tons—a vast difference of opinion. While on this subject should like to point out to you the utter-impossibility of either of these gentlemen being able to give you anything like an accurate estimate of the number of tons of ore in sight, or the value of each ore, because the reef formation in Raub is patchy and varies in size. Some four years ago, I had the pleasure of examining the Bukit Koman mine with the late Mr. Bibby, and from my experience in gold mining in Pahang and elsewhere, came to the conclusion that it was a very promising property and I still believe so. Though a large quantity of the best quartz has been extracted and milled from above the racft. level, there is every probability of a large quantity still remaining undiscovered, especially below the tao it level. From the 140 ft. level to the 240 ft. level only 3 winzes have

least some distance. Mr. McCarthy writes :-"sao'it. Level, North .-- Opposite the main shaft, the formation was fully 16 ft. in with, dipping 80" to 85" to the east, and carried in it old working, above, and for a distance of 100 shaft. Beyond the 100 ft, north the stopes now wall side of the formation, that on the foot-wall and richer portion having been long since stop- [ed out. A cross-cut from the leading stope 32 ft. in length cuts into these old filled in stopes, and has lately been driven in the hope of picking up bunches of ore overlooked and left behind. A sample of a small bunch thus left gave 'I oz. 12 dwt. 6 gr. per ton, proving the ore to have

been very good. " For 464 ft. up to No. 2 winze south, the formation has carried good ore throughout; and has mostly been found on the foot-wall side, but beyond this winze the ore leaves the foot side. The ore up to about No. 2-air-shaft is, as above stated, stoped out, unless there is ore still to be found on the hanging-wall, and as would

from either of the winzes, or from the bottom of the 140 ft. level. Had samples been taken say every toft, from each side of winze down to the bottom, a much better idea would have been formed as to the value of these two blocks of ground, and you would know approximately

how far your rich ground goes down, but you could not get a true result, because the samples taken only represent the value of the ore in the immediate vicinity, of the hole from which sample was taken-so far these two blocks of quartz have only been partially proved, and the only way to prove them properly is, to sink intermediate winzes to meet the level now being driven from the 200 ft. level. My experience in gold mining in Paliang has taught me the great mistake of sinking winzes too far apart in formations of this character. Silensing, Punjom, and Kechau, it has been proved over and over again that the lode or lode formations are very patchy and it often pays to break the low class ore. In doing so, and when least expected, you often come upon

a rich strike or deposit of payable ore. Mine managers will tell you it is too expensive sinking winzes and driving levels near each other. This is true, it is expensive, but it pays far better in the long run, as you prove your ground and are not so likely to miss any "chute" of ore. Only a year or so ago Raub was looked upon as a good, property, and though there is no very radical change, except that a few thousand tons of quartz have been taken from the upper levels of Bukit Koman, and the ore fell off in value in the bottom levels, which is certainly not a good sign, though the formation may be only passing through a poor zone of country. This, however, may be revarded as counterbalanced by the discoveries

in Bukit Hitam. There has been a great deal said about the mismanagement of the Raub properties in not having plans of the mine, systematically sampling, etc., etc., but the cause of all the mischief and the great mistake made was in sanctioning the erection of the extra 40 head of stamps when half the number would probably have been sufficfent to crush the payable stone from the mines. It matters not who the manager of the i property is, or what his capabilites are, he is bound to come to grief when he has a larger mill than is requisite; because, if the mill is not kept going continually, the directors want to know why; and in many cases the manager has to keep the mill going and consequently crushes quartz of 1 or 2 dwis, gold per ton at a.heavy loss. It would pay better to leave this Singaram, Mutu Kamaran, Ana Munia Pil. quartz in the stopes. Mr. Curle sums up as

follows: What is the financial position? Answer. Profit in sight in the mine... £49,000

Taking these figures as correct, this is a good sum, and, with judicious management and systematical working, will go a long way to further develop the property and prove the continuance of gold-bearing formation in

Mr. McCarthy speaks of the 240 ft. level in

Bukit Koman as follows:-Further remarks and recommendations.— The question as to whether the gold goes down in depth I have not hitherto touched upon. The indications are certainly not good, neither are they bad. Although the 240' level in Bukit Koman The state of the s

tight hard mineralized ore, it is in itself a good sign; and with levels opened up below, larger areas of payable ground may be met than have been found in this one. This question is one that must affect the whole policy of working

the Raub Concession. His remarks are cautiously made, and though he does not hold out such hopes as the shareholders have been looking for, he says there are good signs in the bottom level. From what I saw on the bottom level of Bukit Koman I

must support this gentleman in this opinion. Mr. Curle's report coming so quickly after Mr. McCarthy's has no doubt made people think that Raub is practically a ruined property. This I do not believe. There has lately been a great deal of gambling in Raub shares. This may probably have had a great deal to do with the bad reports flying about Singapore. I remain, Sir.

Yours faithfully, GEORGE LAWS, M.E., A.I.M.M. late Manager; Silensing G. M. Coy.

5 Battery Road.

SMALL SOLDIERS.

An Englishman named Ellis has called the English volunteers such insulting names as "little undersized starvelings . . . decked out in khaki . . . a discredit to the British Army" -and "men picked up in the slums."

The Speciator attacks him for this. It says been sunk to prove the value of the lode and that the untrained big man will beat the unfor ventilation. No. 1 is 123 ft. south of the trained little man at fisticusts or in a wrestling main shaft; No. 2, 464 ft. further south, leaving match, but in trained armies weight tells for a distance of 341 ft. between these winzes, very little. So long as their armies were rewhich amounts to a block of quartz 342'x 100'. | cruited from the cities and villages of Italy, The thickness of reef, as near as I can as I the small-limbed Romans defeated the largecertain by reports, is 6, or about 15,700 tons. limbed Germans in almost every encounter, In my opinion these winzes are too far apart | and this although the men of the forest were and leave a large extent of ground unproven: | hunters, loved in the open air, and ate, it is The usual batch of obtain cases were on this ! The same remark applies to the winzes in | always assumed, quantities of meat. The wiry morning and fined as usual. It is pitiable to | North level. Between No 1 South level winze | little Roman who took blows from a vine stock and No. 4 North level winze must be a distance | from his own officer must have been one of of 317'x 100 x 7 -- 13 = 17,060 tons. The fol- the best soldiers who ever lived. It was lowing remarks from Mr. McCarthy's report after Rome had enlisted the big barbarians in show that these blocks of quartz are imme- | scores of thousands that her standards went diately underneath the stope in the 140 ft. level | back in battle. The slight and pallid Saracen that produced rich quartz, and there is every drove the picked soldier of Europe out of reason to believe this rich quartz will continue | Palestine. If armour is any test, the heroes down from the 140 ft. towards the 240 ft. at of the Middle Ages were comparatively little men. Of the men who fought at Jena, the Frenchmen were probably by 10 per cent, the smaller, yet German, Pomeranian, and Pole alike receded before their charge. There are a wide body of ore, since stoped out, up to the | probably no such men in the world as are to be found in our Sikh regiments, their average ft, to the north, and 200 ft, to the south of the being nearly two inches higher than our own, vet Englishmen defeated them at Sobroon, working are being opened up upon the hanging and if they revolted our officers would lead the undersized Ghoorkas against them with perfect confidence. That the Japa-

nese "dwarfs" defeated the Chinese may

be a counted nothing; but experienced

officers who have watched the former in action believe that they would beat the Russians, an opinion which is shared by the Sikhs, who have observed both, which is the more remarkable because the Sikh has to overcome an instinctive feeling about the European. Our own "light" regiments—e.g., the Rifle Brigade -which, because they are "light," are tolerant of "weeds," are among the best regiments in wall and goes over, to the hanging-wall the Service; nor is there any regiment in the world that would not be proud of defeating Zonaves, whose average low stature has frequently been commented on. The truth is that seem to be the case, from ore left standing where | weight and height have almost as little to cross-cut east No. 1 cuts it, At No. 5 air shaft | do with fitness for soldiering as with the ore is 20 ft wide; and back to No. 3 air- fitness for command. The man who can shaft stopes Nos. 10, 9, 8 and 7 run, and are all | walk, thirty miles a day and carry his rifle in large bodies of stone up to No. 6 north of easily will if he has nerve, make an excellent soldier. A regiment of Lord Robertses It is impossible for any mining engineer to | would not be last in the field, though if they were tell you the value of this ground, from the badly fed they would appear to most well-fed number of samples taken and assayed by citizens, like Mr. Ellis, a regiment of starvel-Messrs. McCarthy and Curle. I can find no | ings." Height, or the want of it, does not mention of a single sample having been taken | interfere with shooting. It arises, we suppose, from some instinct of selection that our sailors, who will face any troops, are seldom exceptionally tall. And if the Daily News will permit us the remark, little men who, as their riding-master informed us, will fall any number

of times and care nothing about it, are capable

of being very soon licked into effective cavalry. The illusion about the courage and endurance of citizens as compared with countrymen is equally without foundation. Lad for lad, the city waif is as well fed as the country labourer's son, though his food leaves him with a tendency to pallor instead of a tendency to ruddiness. He is as much "out" as his rival, though it is in the street instead of the lane; and though bad air seems to stunt his growth, it does not destroy his health, as witness all statistics of city mortality if children under three are excluded As for his courage, Mr. Ellis should go and his a young London costermonger, perhaps of all the families of man the one readiest for a fight The earlier armies of the Roman Republic were drawn from Rome itself, that is, from Southern slums to which Bethnal Green is a sanatorium. The train bands of London were a force all through our mediaval history, and were composed in great part of City apprentices certainly not better cared for than our young roughs. All through history the greatest heroism has been exhibited in the defence of towns by their own citizens, and few generals would not rather meet a regular army in the field -than-storm-Constantinople if defended by its people, born and bred in what are probably the worst slums on earth. Paris and Berlin notoriously contribute to their armies some of the bravest soldiers, and we have it on good authority, though we cannot give the figures. that the number of our own non-commissioned officers who are born Londoners is out of all proportion to the population of the United Kingdom. They are not popular with drillmasters because they are "cheeky," and have such a notion of their "rights," but they learn the work quicker than the countrymen, are more resourceful, and benefit more rapidly by -discipline, excercise, and good food. Journalists write of the "enervating life" of towns,

This matter should not, however, be left to newspaper discussion. It deeply concerns the vital questions both of recuiting and of the territorial organisation of the regiments, which, if habitat makes the difference usually thought, is obviously wrong. If Cockneys are inferior soldiers, yokels and Cockneys should be mixed up together. If we are not advancing towards conscription, we are advancing towards a very large demand on the youth of the kingdom for recruiting purposes, and the more we know, accurately know, of the varying qualities of our material, the better will our organisation be, Mr. Brodrick can easily discover the birth-place. of every man in the Army, and gather up the opinions of the most experienced recruiting officers as to the classes and localities from which the best supplies may be obtained. Let him do it, tell the House of Commons the result, and so disperse for a generation or two prejudices which, whether they rest upon nothing, as we believe, or upon sound tradition, as the majority believe, have a most hampering effect. He will find, we fancy, when he has compared his Reports, that while the stubborn peasantry of sang, has signed off. East Anglia and the Lowlands, who are . Mr. S. J. Payne, chief officer, Wosang, is

but there is no harder or hardier life than that

of the street-arab, who will cheerfully fight a

yokel for 50 per cent, heavier than himself,

yet, in that the gold holds down to this lower I a many-the next best is supplied by the populalevel, where the whole nature of the reef is | tion of the great crowded cities, which lives on | officer, Hunan. changed from a soft explized body to that of a sthe whole the hardest life of the entire community. There will then be no reason for promoted chief officer, same steamer. distrusting, still less for scorning, the military quality of two-thirds of our population.

NOTANDA.

CALENDAR,

Melcorological means based on fifteen years observations to 1898. Barometer29.763

Thermometer80.7 Humidity......83.0 Rainfall 16 496

> On date at On date at Barometer..... 29.75 Temperature 85 Humidity 79

WEATHER REPORT.

Friday, aist June, 1901 .- . Chinese-6th of 5th moon of 27th year of

Kwang an. Sun-Rises 5hr. 18 min. Seis 6hr. 45min. High water--Morning thr. 11min. Low water-Morning shr. 50min. Afternoon 6hr. 39min.

ANNIVERSARIES. r860—Melazzo captured by Garibaldi. 1870-Massacre at Tientsin. 1895-Opening of the Elbe and Baltic Canal. 1898—Anglo-Italian syndicate obtain the concession of mining and necessary railways in three northern prefectures of Honan.—Disaster at the launch of H.M.S. Albion at Blackwall, 37 per-

sons killed. 1899—Fire at 205 Queen's Road Central. 1900—Tientsin bombarded for two days.

TO-MORROW.

Saturday, 22nd June, 1901. Chinese—7th of 5th moon of 27th year of Krvang-su. Sun-Rises 5hr. 18min. Sets 6hr. 45min. High water-Morning thr. 54min.

Afternoon...... ohr. 19min. Low water-Morning 5hr. 45min. Afternoon 7hr. 19min. ANNIVERSARIES. 1840-Canton blockaded by the British.

1855.-Serious damage caused by excessive rains in Hongkong. 1893-Loss of H.M.S. Victoria with 351 lives. 1897—Celebration of the Diamond Jubilee of + H. M. Queen Victoria.

1898-American flag hoisted on the Island o Guam.-American troops land at Aguadores under fire from Spanish 1899-Armed attack on Custom station and

French Consulate at Mengtzey Yunan. 1900-H. E. Li Hung Chang ordered to Peking to suppress the Boxers, and to restore

TO-MORROW. Noon-P. & O. Co.'s steamer Parramatta with mails etc. leaves for Europe. 3 p.m.—Douglas Co.'s steamer Haitan leaves

for Coast Ports. Cargo ex Wursburg subject to rent. Cargo ex India subject to rent.

SUNDAY, 23rd.

O. S. K. Co.'s steamer Daigin, Maru leaves for Coast Ports. Cargo ex Maria Valerie subject to rent.

MONDAY, 24th. 4 p.m.—N. Y. K. steamer Riogun Maru leaves for Victoria B.C. and Seattle, U.S.A.

TUESDAY, 25th. Cargo ex Sado Maru subject to rent.

WEDNESDAY, 26th.

O. S. K. Co.'s steamer Maideuru Maru leaves for Anning, via Swatow and Amoy. Noon-C. P. R. Co.'s steamer Empress of India with mails etc., leaves for Vancouver

THURSDAY, 27th. Noon-E. & A. Co.'s steamer Airlie leaves for

Australian Ports. Noon-U. S. Co.'s steamer Coptic leaves Honolulu via Shanghai, etc. Noon-N. D. L. steamer Sachsen with mails passengers etc., leaves for Southamp-

SHIPPING GAZETTE.

In future the Telegraph shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information:-

· June 18th. Mr. J. F. O. Stratton, 3rd engineer s.s. Whampoa, has been promoted and engineer

Mr. H. Knox, has joined the Whampoa, as Mr. McCarthy, 2nd engineer s.s. Elita Nossack, has left that ship.

on sick leave at Shanghai. Mr. Siegmann, has been transferred and dell. engineer of the Elita Nossack, from the

Mr. D. C. Campbell, lower Yangtsze pilot, having returned from leave, has resumed his T. Inouye, G. T. Boxton, T. Haraguchi, T. duties as pilot of the Canadian Pacific Co.'s Aizawa, John Smith and Chang Hung. steamers. Mr. H. Petersen, chief officer, Store Nor- Blackmer, L. Marinas, E. Godino, C. Shields. diske, is acting master, same steamer.

Mr. A. J. Jackson, chief engineer, Chuentiao, from leave, has been transferred to the Kaipan. Mr. A. G. Smith, chief officer, Yuenwo, is Jorus, A. Goicouria, Jose Ferrer, Jose Pichel transferred to the Wosang. Mr. J. Harris, and engineer, Newchwang, is

transferred to the Shasi. ferred to the Newchivane. command of the Pacting.

Mr. J. W. Mennell, chief officer, Choysang, is awaiting orders. Mr. H. Cuthbertson, 2nd engineer, awaiting

orders, has been transferred to the Talsang. Mr. W. G. Elder, acting 3rd engineer, Tai-

Mr. W. W. Kay has been appointed and Mr. E. B. Heyes, and officer, Hunan, is Mr. F. C. Everett, chief officer, Hunan, is

Mr. H. Troubridge chief officer, Ngankin, is transferred to the Footherin -Mr. G. F. Deuth, chief officer, Foothow, has

Mr. A. J. Philbey, 2nd officer. Pekin, is transferred to the Chinkiang. Mr. T. H. Wheatson, and officer, Ka: su, is transferred to the Taiwan. Mr. M. Bryan, 2nd officer, Taiwan, is trans-

ferred to the Ngankin. Mr. Alfred Watson has gone and officer, Kansu.

American (America Maru) 25th instant. German (Bayern) 25th instant. German (Sachsen) 26th instant, Indian (Catherine Apear) 26th instant. American (City of Peking) 4th prox. Canadian (Empress of Japan) 9th prox. American (Gaelic) 12th prox.

The H. A. L. steamer Silesia from Hamburg left Singapore for this port to-day, and may be expected here on or about the 27th inst.

The Imperial German Mail steamer Bayern, carrying the German Mails with dates from Berlin of the 27th May, left Singapore on Thursday, 6 p.m., and may be expected here on or about Tuesday, the 25th inst., at daylight.

HONGKONG AND WHAMPOA DOCK RETURNS. U.S.S. Bennington ... at Kowleon Dock. Union St. Enoch Sussex Inno Taiyuen Iris..... Tamar Burnside Hailan Coloniés..... Munchen Simongan Sandakan

PASSED THE CANAL. Outward-17th May-Flintshire, Rhein,

Crusader, Imogene. 24th May-Min, Ranshan, Shirley. 28th May-Silesia, (German) Agamemnon, Pioneer. 31st May -Benalder. 4th June-Bayern, Malacca, Glamorganshire, Acilia, Deucalion, Klek. 7th June-Annam, Kawachi Maru, Ballaarat, Arara, Jupiter. 11th June-Kaisow, Kongsberg, St. Trene, Ershersog, Frans, Ferdinand, Erica, Glenlagan, Glenroy. 14th June-Bamberg, Patraclus, Ernest Simons. 18th June-Antenor, Indus, Azva Maru.

Homeward-14th June-Pyrrhus. 18th June -Stuttgart, Ranca, Dresden, Batuvia, Meri dian, Oceano, Sithonia. Arrivals at Home-11th June-Agamem.

non, Hakata Maru, Serbia,

-Arrivals:

HEATHBURN, British steamer, 2,740, Ketley 20th Jure,-New York 31st May, and Manila 16th June, General.-Dodwell & Co., Ld

IXION, British steamer, 2,271, D. Robinson. 21st June, -Singapore 16th June, General. -Butterfield & Swire.

MICHAEL JEBSEN, German steamer, Jessen, 21st June, - Haiphong and Hoihow 20th June, General.—Jebsen & Co. LALPOORA, British steamer, 2,124, E. W. Pick, 21st June,—Calcutta 8th June, Go-

vernment Stores.—Government. MAUSANG, British steamer, 1,614, Walsh, 215 June,-Sandakan 15th June, Timber.lardine, Matheson & Co. SUNDA, British steamer, ---, E. R. Dowel

R.N.R., 21st June,—Bombay 5th June,

and Singapore 16th, Mails and General.-

P. & O. S. N. Co. Clearances at the Harbour Office. Heathburn, British str., for Shanghai. Nanchang, British str., for Tientsin. Kongnam, British str., for Canton. Babelsberg, German str., for Saigon. Ixion, British str., for Shanghai.

Hyson, British str., for Shanghai. Departures.

June 21, Pakshan, British str., for Swatow. June 21, Taksang, British str., for Bangkok. June 21, Katsuyama Maru, Japanese str., for

June 21, Marie Valerie, Austrian steamer, for Yokohama June 21, Jacob Diederichsen, German str., for

June 21, Yuensang, British str., for Manila. June 21, Yawata Maru, Jap. str., for Japan. June 21, Taichiow, German str., for Bangkok June 21, Nanchang, British str., for Tientsin.

Passengers—Arrived

Per Ixion, from Singapore-63 Chinese. Per Sunda, for Hongkong from Bombay-Mr. A. A. Ebrahim. From London-Messrs. Cunningham, R. Wilson, Corpl. P. W. Fernie, Misses H. Cassells, Gray, Mrs. Mager's amah, and Mrs. Wright's amah: From Singapore-Dr. F. H. Bowers, Mrs. Rolph, Miss Glover, and Mr. L. C. Hochapfel. For Shanghai from London-Mrs. Valenza and 3 children Mr. Jorgensen, 2nd officer, Elita Nossack, is | Miss Valenza, Mr. W. G. Pratt, and Mrs. Armstrong's amah. From Marseilles-Mrs. Twee-

Doparted.

Per Sado Maru, for Japan-Messrs. Y. Sa waji, L. Dime, Garrisford, Mr. and Mrs. F. Maurer and infant, Miss. K. Seidlecka, Messrs. Per Yuensang, for Manila-Messrs. L. A

H. A. Stewart, Commodore A. B. Speyers. U.S.A., Mr. D. L. Davis, Mrs. C. Buttrick, Mrs. Puddeplia, Messrs. Vandermeiren, Bernard and J. G. Arranz.

Per Yazvata Maru, for Japan-Misses B. B Robinson, Bracket, Angus, S. Watanabe, Bris-Mr. R. Lewis, and officer, Shari, is trans- | coe, Mesdames H. T. Elwyn, Angus, N. Yagi, I. Tanak, Mr. and Mrs. L. Bates, Master Bates, Captain J. W. Miller, from leave, has resumed | Mr. and Mrs. G. R. Drysdale, Lieut. S. T. Cargill, R.E., Messrs. A. Stewart, F. A. Hyland, Captain P. Garriock, Paoling, is awaiting McLaughlin, Y. Kishimoto, J. B. Rodgers, C Rosselit, C. L. Jackson, I. Takumi, N. Matsumura, H. M. M. Davidson, B. Taylor, J. E. Briscoe, J. Hays, Ah Ching and Ma Tack.

SHIPPING REPORTS.

Captain D. Robinson, of the steamship Ixion, of the dyspeptic, identical in race, still furnish his best material I transferred to the Choysange from Singapore, reports - Moderate steady is not in such good stone as in the 140 level; -the Ironsides were East Auglians, almost to Mr. John Rap has gone 3rd officer, Choysang, Imonecon,

Ship.	Destination.	Date.
Acilia	Havre, &c.	Aug. 9th
Airlio	Havre, &c Sydney, &c	June 27th
Alcinous	London	July 23rd
America Maru	San Francisco, &c.	July, 4th
Amping Matu	Foochow	July 3rd
Bayern	Straits, &c.	July 25th
Belgian King	San Diego, &c	June 21st
China.	San Diego, &c. San Francisco, &c. Hoilo, &c	Aug. 6th
Chinkiang	lloilo, &c	June 27th
City of Peking	San Francisco, &c.	July 13th
Daijin Maru	San Francisco, &c.	linne sami
Doric	Tamsui	Aug. 15th
Duke of Fife	Victoria, B.C	June 28th
Emp. China	(Vancouver) &c	Aug. 7th
Emp. India	41 (*****	June 26th
Emp. Japan	Same Grandeline at Non-	July 17th
	San Francisco, &c. Liverpool	
	London	
Glengarry	London	June 28th
Glenogle	London Victoria, B.C Swatow, &c	July 26th
Haitan	Swatow, &c	June 22nd
Hamburg	Straits, &c	Oct. 16th
Huachi Maru	Marseilles, &c San Francisco, &c.	June 20th
	New York	
Hyson	Scattle, &c.	June 22nd
Indrani	New York	July 10th
Japan	London	June 29th
Kiautschou	Straits, &c	July 11th
Konig Albert	Straits, &c	Aug. 22nd
Lowther Castle	Singapore, &c New York	June 25th
Machaon	London	lune 25th
Maidzuru Maru	Swatow, Sc	Tune 26th
Malacca	Shanghai, &c	June 28th
Muke Maru	Bombay, &c	June 22nd
Nippon Maru	San Francisco, &c.	Aug. 24th
Olympia	Havre, &c Victoria, B.C	June 25th Iniv 16th
Parramatta	Europe, &c	June 22nd
Peru	San Francisco, &c.	Aug. 31st
Preussen	Straits, &c	Oct. 2nd
Prinz Heinrich	Straits, &c	Sept. 19th
Prinzess Irene	Straits, &c	Sept. 5th
Rioinn Maru	London Victoria, B.C	July 15th
Rosetta Maru	Sydney, &c	luae 28th
Sachsen	Straits, &c	June 27th
Sambia	Havre, &c.	July 12th
Stuttgart	Straits, &c	Aug. 8th
Sunda	Shanghai	June 23nd
aungklang Taiwan	Manila Port Darwin, &c	june 28th
Whampoa	Shanghai	July 14th
Wuerzbúrg	Havre, &c	July 26th
		July Acta
SWATOW WEE	KLY SHIPPING	REPORT.
	ne 15th, 1901.)	

PROJECTED SAILINGS.

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(Tune 15th, 1901.)	·	•
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DEPARTINES	· · · · · · · · · · · · · · · · · · ·	- -
	To Daijin Maru To Marie Jebsen To Glenfalloch Thales Wuchang Ti Wuchang Taisang Daijin Maru Hongkong Taisang Protector Taishan Taishan Maru Hongkong Taishan Moji Taishan Moji Taishan Moji Taishan Moji Taishan Amoy Hongkong Wuhu Taishan Amoy Maidzuru Maru Hongkong Wuhu Taishan Amoy Hongkong Taishan Amoy Hongkong Chefoo Wuhu Taishan Amoy Hongkong Taishan Chefoo Wuhu Taishan Amoy Chefoo Wuhu Taishan Amoy Chefoo Wuhu Taishan Amoy Taishan Chefoo Chiang Hongkong Hongkong	ARRIVALS. Date: Vessels. Where from. Agents June o Hong Bee. Amoy L. Y. & Chowfa. Shanghai C. M. & Chinkiang. J. M. & Salahadji Hongkong L. & H. & Salahadji Hongkong L. & H. & Salahadji Hongkong L. & H. & Daijin Maru B. & C. To Daijin Maru B. & C. To Clenfalloch L. & Y. Trales C. Go & Newchwang B. & S. Ti Wuchang Hongkong J. M. & Taisang Shanghai Daijin Maru Hongkong J. M. & Taisang Shanghai Daijin Maru Hongkong J. M. & Taishan Hongkong J. M. & Taishan Hongkong J. M. & Taishan Amoy B. & C. Moji M. & C. Taishan Amoy B. & C. Taishan Amoy B. & C. Taishan Hongkong B. & C. Taishan B. & S. Thales Hongkong B. & S. Thales Hongkong B. & S.

Vessels. Destination. Hongkong ro Glenfalloch i to Ningpo .. ,, 10 Haimun rr|Sàlahadji 1 Hong Bee Singapore & Penang. L. Y. & Co. 12 Daijin Maru. Hongkong B. & Co. ta Haitan Amoy I. M. & Co. .. 12 Hipsang Hongkong 12 Taisang Hongkong & Canton 13 Maidzuru Maru ... Amoy H. & Co. Lienshing Shanghai J. M. & Co. Taishan Singapore B. & Co. Wuchang Shanghai B. & S. 14 Anping Maru Hongkong B. & Co.

Where from. 13 Hothow Hankow & Chinkiang B. & S. Thales Hongkong J. M. & Co. 15 Phranang ,, 15 Esang J. M. & Co. NATURE AT HER BEST.

We love Nature! Our regard for her, with her

sweet and varying moods, is undying, and our love

SHIPPING IN PORT.

such that it is beyond the art of man to quench. The promise of Spring is one great message of Hope. The fragrant breath of Summer whispers " Paradise"; the mellow touch of Autumn's hand ripens recollection; and crisp, biting Winter brings merry, ringing laughter and rosy cheeks. But of all. Summer is most dear.

It was in Summer that Tennyson found Rose, the

gardener's daughter, "standing in a porch of rokes." "Who had not heard of Rose, the gardener's daughter ?" aske the poet. Why did he not also find a gurdener's wife, of rosy checks, whose buxom figure might tread with as down the ages as a picture of what a gardener's wife might be-not a woman "languid and weavy," whose plain-

tive cry is that "crery little duty is a trouble, and takes all the joy out of life.". Such women there are, even, "gardener's wives." like, let us say, Mrs. Martha Horriott, whose very words we have written above. Who continues thus "Morning, moon, and night, my head was racked with" pain; often for days together I scarcely got a moment's freedom from -it. Sometimes. when the attacks were very severe, my left eyeball became quite shrunken and small, and my head would swell right across the top. . The pain 1 suffered then was intense; I cannot properly describe it, but shall never forget it so long as I live. I consulted the doctor and tried all kinds of medicine recommended by my friends, but, until I commenced taking Mother

Seigel's Syrup, got no real benefit from anything. A happy illustration is given us now of Nature, quickly changing from decay to health, "for," continues Mrs. Herriott, whose address is, 24, John Street, London Road, Sheffleld, "after taking it a short time, I felt much better, and the improvement continued until I was free from pain. Mother Seigel's Syrm) completely cured me.

"When I am tried and worn out, after a hard day's work, nothing so soon revives me as Seigel's Syrup, It seems to strengthen every part of the body, and is, indeed, a splendid tonic."; That was in the summer of 1900. And now Nature

s herself again 1 Life is gladuess indeed. We love Nature as she is portrayed in the fields and flowers, but we ourselves, who are part of Nature. must be in perfect health, to be in harmony with the countless beauties around us. The keynote of contentment is good digestion, and Seigel's Syrup awakens into life, by its nutritive; and medicinal properties, those dormant digestive organs

He or she can then eny," Nature is at her heat "

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG,—SUBJECT TO ALTERATION. STEAMERS. SAILING DATES.

MIRE MARU SOMBAY, VIA SINGAPORE and To-Morrow, 22nd June, at RIOJUN MARU* H. Ono MARSEILLES, LONDON & ANT- FRIDAY, 28th June, at WERP, VIA SINGAPORE, PENANG, FRIDAY, 28th June, at HITACHI MARU G. Anderson COLOMBO and PORT SAID

(SYDNEY and MELBOURNE, VIA) { MANILA, THURSDAY ISLAND, } FRIDAY, 28th June, at ROSETTA MARU N. Tate TOWNSVILLE and BRISBANE * Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road

> A. S. MIHARA, Manager.

TOYO KISEN KAISHA.

Hongkong, 19th June, 1901.

Atlantic Steamers.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG AMERICA MARU (via Shanghai, Nagasaki, / Thursday, 4th July, Kobe, Inland Sea, at Noon. Yokohama & Hono-

Hongkong Maru (via Shanghai, Naga-Tuesday, 30th July, saki, Kobe, Inland at Noon.

Sea, Yokohama and Honolulu) NIPPON MARU (via Shanghai, Nagasaki, Saturday, 24th Aug., Kobe, Inland Sca, 'at' Noon.

THE Twin Screw Steamship

Yokohama & Hono-

"AMERICA MARU,"

SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on States, and Europe.

Steamers of this line pass through the IN-LAND SEA OF JAPAN, and call at HONO-LULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of ther United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail SOUTHERN PACIFIC, CENTRAL PACIFIC, NORTHERN PACIFIC STEAMSHIP Union Pacific, Denver and Rio Grande, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between SOUTHERN PACIFIC, CENTRAL PACIFIC, Union Pacific, Denver and Rio Grande, and other direct connecting Railways and from Chicago to destination the choice of direct

Particulars of the various routes can be had

on application. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Tripidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is of the first class ATLANTIC MAIL LINES. required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the. United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco. For further information as to Passage and

Freight, apply to the Agency of the Company, CASCADE MOUNTAINS. The YELLOWSTONE Queen's Building. GEORGE ECKLEY,

Acting Agent. Honokono 11th June, root

WORTH A GUINEA A BOX.



BILIOUS AND NERVOUS DISORDERS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER,

AND FEMALE AILMENTS ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor :-THOMAS BEECHAM, St. Helens, England

SOLE AGENTS for Hongkong and the EMPIRE of CHINA:--WATKINS, LIMITED. APOTHECARIES' HALL, 66, Queen's Road

Central, Hougkong.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. (Through Bills of Lading issued for BATAVIA,

PERSIAN GULF, CONTINENTAL and AMERICAN PORTS). HE Steamship

"PARRAMATTA, Captain R. T. Cook, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, TO'MORROW, the 22nd instant, above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will THURSDAY, the 4th July, at Noon, taking be transhipped at Colombo into a steamer Freight and Passengers for Japan, the United proceeding direct to Marseilles and London other Cargo for London, &c., will be conveyed vid Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading. For further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hangkong, 21st June, 1001

COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

San Francisco and Chicago, the option of the SHANGHAI, INLAND SEA OF JAPAN, SOUTHERN PACIFIC. CENTRAL PACIFIC. KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	Proposed Sailings,
Duke of Fife	3,821	J. S. Cox	June 28
Olympia	2,837	J. Truebridge	July 16
Glenogle	3,750	W. Frakes	July 26

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and Eastern Cities of the United States and to EUROPE.

HONGKONG TO LONDON £52. Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried. Passengers to EUROPE may proceed by one

HONGKONG TO NEW YORK £48. The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR i attached to trans-continental trains day and night; TACOMA to NEW YORK in 41 days. Magnificent Scenery of the ROCKY and

NATIONAL PARK route. HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYEA and ST. MICHAEL. Rates of Passage to other Points on applica-

Special rates allowed to members of Govern-For further Information as to Passage or

Freight, apply to
DODWELL & Co., LIMITED, • General Agents. Hongkong, 8th June, 1001

REGULAR STEAMSHIP SERVICE

TO NEW YORK, VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG. "LOWTHER CASTLE"*30th June. HUDSON"about 17th July. "JUPITER"....

For Freight and further Information, apply

DODWELL & Co., LIMITED; Agents [44] Hongkong, 13th Jupe, 1901. Mails.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

The Overland Railways, and Atlantic and other Connecting Steamers.

Via Inland-Sea of Japan and Honolulu.

•	PROPOSED	SAILINGS	FROM	HONGKONG.
"COPTIC"				THURSDAY, 27th June, at Dayligh
				SATURDAY, 13th July, at Noon.
	· · · · · · · · · · · · · · · · · · ·			TUESDAY, 23rd July, at Noon.
"CHINA"				TUESDAY, 6th August, at Noon.
"DORIC"	· · · · · · · · · · · · · · · · · · ·	, , , , , , , , , , , , , , , , , , , ,	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	THURSDAY, 15th August, at Noon
				SATURDAY, 31st August, at Noon.

141E O. & O. Company's Stemnship "COPTIC," will be despatched for SAN FRANCISCO, via Stlanghal, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONO-LULU, on THURSDAY, the 27th instant, at Daylight, taking Freight for Japan, the United States, and Europe.

Steamers or these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE' have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAIL-WAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tarifi rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines. Particulars of the various routes can be had on application.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan. Return Passage.—Passengers who do not hold round-trip tickets but who have paid full

first-class fare from ports of call in the Orient to the United States, Canada or Europe, and reembark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original port of embarkation. Passengers who do not hold round-trip tickets but who have paid full first-class fare from

the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months will be allowed a reduction of ten per cent from fare to San Francisco-or Honolulu. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports,

to San Franscisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers. Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages

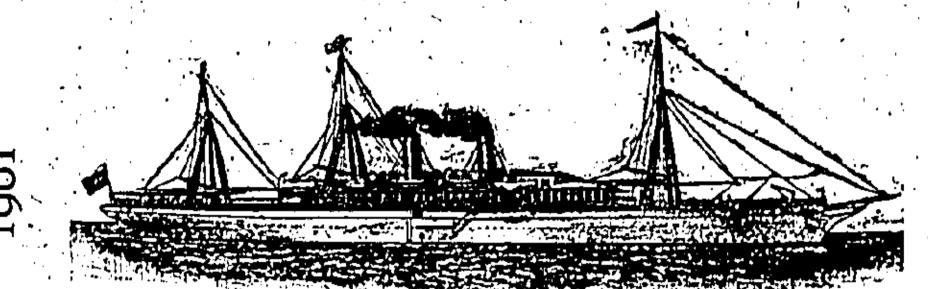
will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the will be despatched for SAN FRANCISCO, VIA, at Noon, taking Passengers and Cargo for the Companies' Office addressed to the Collector of Customs at San Francisco. Merchant's Invoice will be sufficient for cargo or parcel (each shipment), when the value

is less than \$100. U.S. Gold. For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building. GEORGE ECKLEY,

Hongkong, 18th June, 1901.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SPEED. SAFETY. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA

AND THE UNITED STATES. (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)-Twin Screw Steamships-6,000 Tons-10,000 Horse Power-Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA ... Comdr. O. P. Marshall, R.N.R... WEDNESDAY, 26th June. EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R.......WEDNESDAY, 17th July. EMPRESS OF CHINA ... Comdr. R. Archibald, R.N.R. ... WEDNESDAY, 7th August.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC. TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and

Japan Governments. The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY

through which the Railway passes. THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled. For further information, Maps, Guide, Books, Rates of Passage, &c., apply to .

Hongkong, 5th June, 1901.

D. E. BROWN, General Agent, Pedder's Street.

Acting Agent.

TIAR TITIES A RATE TO THE HAMBUKG-AMEKI NORDDEUTSCHER OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through-Rates to Antwerp, Amsterdam, Rotterdam, Lisbon, Oporto LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.		SAILING DATES	li a
	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	25th June.	Freight.
SAMBIASchmidt	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and COLOMBO).	J2th July.	Freight.
WUERZBURG	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	26th July.	Freight
ACILIA v. Döhren	TIATIOT and TIAMITITION	f. 9th August.	Freight

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. r. Queen's Buildings. Shipping—Steamers.

COMPANY

L. LIVI.	LIED.	
FOR	STEAMERS.	To SAIL.
SHANGHAI	" WHAMPOA " 24th	instant
ILOILO and CEBU	"OHINKIANG" 27th	instant
MANILA	." TAIWAN"On a	or about 14th July.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRIS-	"TAIWAN"On	or about 14th July.
BANE, SYDNEY and MELBOURNE)		

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon i

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Hongkong, 21st June, 1901.

COMPANY. STEAMSHIP OCEAN OUTWARDS.

FROM GLASGOW and LIVERPOOL...... "PELEUS"......25th June. DEUCALION"...... 2nd July. S.S. "IXION" from GLASGOW and LIVERPOOL has arrived, and will leave for

HOMEWARDS. TO SAIL "MACHAON" 25th June. "PROMETHEUS" 15th July. "ALCINOUS"23rd July.

For Freight, apply to

SHANGHAI and JAPAN, TO-MORROW, the 22nd instant, AM.

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, 21st June, 1901.

(Taking Cargo at LONDON RATES). \$

CALIFORNIA AND ORIENTAL LIMITED. STEAMSHIP COMPANY. FOR SWATOW, AMOY AND FOOCHOW. IN CONNECTION WITH

THE ATCHESON TOPEKA & SANTA FE RAILROAD CO. PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND

SAN FRANCISCO. VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU. Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, The UNITED STATES, &c.

Belgian King. 3,379 about | [une 2] THE Steamship

"BELGIAN KING," will be despatched for SAN DIEGO and SAN FRANCISCO, VIA MOJI, KOBE, YOKO-HAMA and HONOLULU, on or about the 21st instant.

Through Bills of Lading issued to any point in the United States. Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address

in full. Value of same is required. Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego. For further Information as to Freight or

Passage, apply to BUTTERFIELD & SWIRE,

Horgkonge 19th June, 1001. INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA. THE Company's Steamship

'KUMSANG," Captain E. J. Buller, will be despatched as above on TUESDAY, the 25th instant, at 3 P.M. . For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers. Hongkong, 19th June, 1001.

THE OSAKA SHOSEN KAISHA, LIMITED.

THE Company's Steamship 'MAIDZURU MARU," Captain K. Suzuki, will be despatched for the above Ports, on WEDNESDAY, the 26th instant. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA,

FOR ANPING VIA SWATOW AND AMOY.

Agents. Hongkong, 12th June, 1901. "GLEN" LINE OF STEAMERS.

THE Company's Steamship

"GLENGARRY," Captain J. S. Stevenson, will be despatched as above on FRIDAY, the 28th June. For Freight or Passage, apply to

FOR LONDON.

McGRECOR BROS. & GOW Agents, " Hongkong, 29th May, 1901. UNITED STATES AND CHINA-JAPAN

STEAMSHIP LINE. FOR NEW YORK, VIA SUEZ CANAL. THE Steamship

"INDRANI." , will be despatched as above on or about the 10th July. For Freight, apply to

JARDINE, MATHESON & Co., Hongkong, 14th June, 1901.

"GLEN" LINE OF STEAMERS. FOR LONDON & ANTWERP. THE Company's Steamship

"GLENESK," Captain J. Rafferty will be despatched for the above Ports, on THURSDAY, the 11th July. For Freight or Passage, apply to McGREGOR BROS. & GOW,

Agents. Hongkong, 18th June, 1901. SHEWAN, TOMES & CO.'S "NEW YORK" LINE. FOR NEW YORK VIA SUEZ CANAL.

"ARARA," Captain Williamson, will be despatched for the above Port, on or about the 1st August. For Freight, apply to SHEWAN, TOMES & Co.,

THE Steamship

DOUGLAS STEAMSHIP COMPANY

THE Company's Steamship ",HAITAN," Captain Roach, will be despatched for the

above Ports, TO-MORROW, the 22nd instant, For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 20th June, 1901. THE CHINA MUTUAL STEAM NAVIGA-TION COMPANY, LIMITED.

THE Company's Steamship

Captain J. S. Hogg will be despatched TO-

FOR SEATTLE VIA SHANGHAI AND

MORROW, the 22nd instant, taking Cargo to SEATTLE and Overland Points, U.S.A., via Great Northern Railway at Current Rates. For Freight, apply to JÄRDINE, MATHESON & Co.,

Hongkong, 18th June, 1901.

THE Company's Steamship

THE OSAKA SHOSEN KAISHA. LIMITED. FOR TAMSUI VIA SWATOW & AMOY.

"DAIJIN MARU," Captain T. Ogata, will be despatched for the Hongkong, China and Japan. | above Ports, on SUNDAY, the 23rd instant. THE MITSUI BUSSAN KAISHA,

Agents. Hongkong, 17th June, 1901. EASTERN AND AUSTRALIAN STEAM-SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENS-LAND PORTS, and taking through Cargo to Adelaide, New Zealand, TASMANIA; &c.)

THE Steamship

"AIRLIE," Captain St. John George, will be despatched as above on THURSDAY, the 27th instant, at

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric-light. A Stewardess and a duly-qualified Surgeon

are carried. N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGA-TION COMPANY and vice versa.

For Freight or Passage, apply to

Hongkong, 10th June, 1001. THE OSAKA SHOSEN KAISHA,

GIBB, LIVINGSTON & Co.,

FOR FOOCHOW VIA SWATOW AND 'HE Company's Steamship ::

"ANPING MARU!" Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 3rd July, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Hongkong, 19th June, 1901.

To be Let.

FOR Three Months, from 20th JUNE, a FURNISHED HOUSE at Kowloon.

C/o This Office. Hongkong, 12th June, 1901.

HOUSE in RIPON TERRACE.

HOUSES at LEIGHTON HILL. THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD. Hongkong, 1st May, Toot. TO LET.

POSSESSION APRIL 1ST.

STEWART TERRACE.

RUSSIA'S POSTAL STAMPS.

Russia's system is worked on different lines from the British, owing to the vastness of the land to be covered. It is easy to understand that in a country of Russia's dimensions it would not pay to run the postoffice mail routes into every little nook and corner, says the Westminister Gazette. The imperial post determines a fixed route for its mails. All districts which are not that route are permitted | Andrew, Miss to establish miniature posts, which carry letters | Anderson, Mrs. to the nearest station on the route of the Arnold, Miss imperial post. These posts are organized and Anderson, O. M. worked by the local municipal governments, which issue the stamps for the purpose. These posts were authorized by an edict dated September 3, 1870, to carry local letters from one point in the district to another, and also to take letters to and from the nearest Office of the Government postal service.

With their characteristic fondness for vivid Burroughs, Miss C. colours, the designers of the rural stamps have made them of many lines, and if they are not particularly artistic, they are decidedly highly coloured. Some of the results are, in consequence, often absurd in the eyes of a Briton, but it must be admitted that some of them are admirable specimens of the engraver's art.

The stamp of Tiraspol would vie with a matchbox label in point of size. Two penny English stamps could be laid side by side on the top of this philatelic giant and still not cover it completely. Tiraspol is a district in the province of Cherson. The stamp is a Chapman, W. Mrs. marvel of the designer's art, and is printed in | Cartlidge, J. no fewer than five colours, namely, gold red, Cowte, E. H. black, green, and yellow. In it the Russian | Callesen, Capt. V. eagle is surmounted with a cross printed in Cowie, Mrs. gold, the arms of the municipality of Tiraspol | Gooke, L. F. are shown below the Russian standard, and the inscriptions indicate that it is a "Tiraspol rural

A curiously mystic looking stamp comes from Tikhvin, in the province of Novgorod. The design shows a sun, printed in gold, and a band of silver on a shield of red and blue. The outer frame is in black. This handsome stamp is printed in five colours. Another illustration is of a stamp from Outsysolsk, in the province of Vologda: It shows a typical local landscape, in the fore-ground of which stands a shaggy bear, whose gaze is fixed upon some unseen prey. The stamp is a pretty one, being printed in three colours, red, blue and brown, the last named colour being reserved for bruin, the typical animal of Russia.

INTERFERING WITH NATURE

Under the title "A Curious Human Document," Dr. Robinson in a recent North American Review shows how nature may make mistakes when she is working under influences controlled artificially. The "Document" he refere to is a corn or bunion, which he takes as illustrating his contention. Dr. Robinson says:-

"If we would understand how this odd perversion has been brought about, we must, firstly, bear in mind that the period during Fernandes, C. which man, by completely encasing his feet in | Field, H. C. hard boots, has become a sort of amateur ungulate, is very short indeed compared with the immeasurable epoch during which he wore no foot-covering at all. In those ancient days, also, when every man was a hunter who had to pursue game afoot—and was in danger of starvation if he did not succeed-pedestrianism was of much greater importance in the economy of life than it is now. Secondly, we must remember that little or no change has taken place in man's physical framework since those remote times when he was an absolute savage. Thirdly, Godwin Mrs. nature's methods of meeting physical emergencies, as applied to man, are appropriate, not to his recent and as yet brief environment of civilization (and boots), but to the state of universal bootlessness which prevailed throughout the long stone ages."

Nature meets friction on the skin, Dr. Robinson reminds us, by a growth of horny cells at the threatened spot, forming a callosity that protects the skin from harm. This is especially true of the foot, which in primitive times was exposed to this kind of injury more than any other part of body. Says the author:

"As long as man ran barefoot, all went extremely well. If one part of the foot, owing to, some personal peculiarity of gait or habit, wore away faster than the rest, and was in danger of becoming abraded, that fact alone caused small papilla, filled with active blood-vessels and nerves, to spring up at the threatened spot, so that horny cells were produced in great abundance. Hence, any primitive savage who habitually rubbed one part of his foot in climbing to his rock shelter, was protected from consequent disablement; and if, through some change in habits, another part became chafed more than the rest, the new need was met in a precisely similar fashion. 'No accumulation of this thickened cuticle took place at such a spot, because it was rasped away by the wear and tear of locomotion just as rapidly as it was formed.

"Now, letussee what takes place under modern conditions. . . . Under the stimulus of undue local pressure caused by an ill-fitting shoe, certain nerves (forming the intelligence department of the disturbed region) become excited, and send an alarming report to headquarters. . . . From the spot 'where the shoe pinches,' a message is despatched along the conducting nerves to the central bureau: 'Much friction here. Send help at once or skin will be abraded.

"There is no delay in responding to this appeal. . . . A rapid accumulation of the cuticle takes place over the spot where the shoe pinches; and this being artificially protected from attrition from without, continues to thicken until it causes a severe aggravation of the pressure upon the tender parts below. The nerves in the advanced papillae become acutely aware that matters are going from bad to worse, and send agonized appeals for further relief to headquarters. Our central repair department, still taking it for granted that the chief thing it fears—namely, abrasion of the surface—is taking place in spite of all that has been done, redoubles its former efforts. Fresh | dale, Southport (1) Kemper, A. C. (Lonsupplies are hurried to the front, and the local authorities are instructed to increase the pile | Buta Singh of horny cells, at the spot where the pressure | Bova and Co., Supt. is greatest, by every means permitted by the laws of nature.

"As a result, the thickened cuticle over each | I.P.C. 856 new papilla, instead of being rasped away, as Brimble, Capt. A. in the case of the barefoot savage, is at first Bortolo, B. heaped up upon the surface like one of the Bobal Singh horny cones covering a dog's paw. But being Beveral, Bonifacio unable to get any further in an outward direc- Bocker, Guy tion, on account of the unyielding boot, it | Chunda Singh, I.P.C. 585 Mohamed ... presses inward upon the tender and vascular | Clarke, J. tissues of the papilla itself, and at length Crane, E. H. penetrates them in the form of an inverted cone Collins, H. M.

of comeous matter "We may see from this that it will not do | Calto, J. T. blindly to 'trust to nature,' in medical and sur- Delhi, N. M. Khan gical emergencies, until we have succeeded in Dean Singh, I.P.C. 547 Mahieu, A. convincing nature as to the existence and worth | Duff, A. of the appliances of modern civilization. In Delbanco, E. the case in point, I fear there is no prospect Fox, F. (2) whatever of her changing her methods, unless, Farmalee (Bombay) during the course of many hundred generations, Felicie, Blaz those with coms should be steadily eliminated Fosuisane, A. as 'unfit'; so that, at length, the whole survive Ferreirs, F. X. P. ing.population can wear ill-fitting footgear with Fairis, G. (Singapore).

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie un-

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Consignees.

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THE N.D.L. Steamship

" WÜRZBÜRG,". Captain Schüder, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from

Optional Cargo will be forwarded unless which does irreparable harm by laying the notice to the contrary be given before Noon, TO-DAY. Any Cargo impeding her discharge will be

landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense. No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 22nd instant, will be

subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be diseases for which it has been too much, a examined on the 22nd instant, at 3 P.M. No Fire Insurance has been effected.

Hongkong Office. Hongkong, 15th June, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGA-TION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, ADEN, HOMBAY, COLOMBO. PENANG & SINGAPORE. THE Steamship

"MARIA VALERIE," having arrived, Consignees of Cargo are hereby informed that their Goods are being landed a their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, whence delivery may be obtained. This Vessel brings Cargo:-

From Venice, ex S.S. Massimiliano transhipped at Trieste. From Trieste, ex S.S. Imperator transhipped

at Bombay. Optional Cargo will be discharged here unless notice to the contrary be given immediately. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 23rd instant, or they will not be recognized. No Fire Insurance has been effected, and any

Goods remaining in the Godowns after the 23rd instant, will be subject to rent. Bills of Lading will be countersigned by SANDER, WIELER & Co.,

Agents, Hongkong, 17th June, 1901. AUSTRIAN LLOYD'S STEAM NAVIGA TION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE. THE Steamship

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained. No Claims will be admitted after the Goods

have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon, on the 22nd instant, or they will not be recognised. No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd

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Hongkong, 17th June, 1901.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLAWERS,"

FROM LEITH, LONDON AND STRAITS CONSIGNEES of Cargo are hereby informed that all Goods are being landed.

at their risk into the Godowns of the Hongliong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining undelivered after 26th instant, will be subject to All Claims against the Steamer must be pre-

sented to the Undersigned on or before the 30th instant, or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th instant, at 3 P.M. No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Hongkong, 19th June, 1901.

NOTICE TO CONSIGNEES.

S.S. "HEATHBURN," FROM NEW YORK, STRAITS AND MANILA, .

ONSIGNEES of Cargo are hereby informed . that all Goods are being landed at their risk into the Godowns of the the Hongkong and Kowloon Wharf and Godown Company, at

Kowloon, whence and/or from the wharves delivery may be obtained No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st July, will be

All Claims against the Steamer must be presented to the Undersigned on or before the 1st July, or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st July, at 3 P.M. No Fire Insurance has been effected.

Bills of Lading will be countersigned by · DODWELL & Co., LIMITED, Agents. Hongkong, 20th June, 1901.

OCCIDENTAL AND ORIENTAL STEAM-SHIP COMPANY.

NOTICE ...

"ONSIGNEES, of CARGO per Steamship

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside. 🐪 👚 Cargo impeding the discharge of the Vessel

will be landed and stored at Consignees' risk and expense. GEORGE_ECKLEY. Acting Agent

Hosekong, 20th June, 1901.

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50, QUEEN'S ROAD CENTRAL. Hongkong, and January, 1901.

(Lately Practising with Dr. I. SAKATA),

No. 14, D'AGUIDAR STREET,

Hongkong, 27th Teptember, 1808

SEA. WITCH, American ship, Howes,-Master. ADOLPH OBRIG, American ship, Amesbury Sarchet, 18th June,-London 3oth April,

DAIJIN MARU, Japanese steamer, 899, T.

DAPHNE, German steamer, 1,290, Th. Nissen,

DUKE OF FIFE, British steamer, 2,416, J. S.

EMPRESS OF INDIA, British steamer, 3,003,

17th June,-New York 14th April, and

Port Said 17th May, Kerosine.—Standard

Cox, 15th June, - Moji 10th June, - Coals,

O. P. Marshall, R.N.R., 17th June,—

Vancouver 27th May, and Shanghai 15th

14th June,-Java 4th June, Sugar,-

20th June, -Foochow 17th June, Amoy

18th, and Swatow 19th, General. - Douglas,

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•	H'kong Hi Tramway	gh · Level s Co., Ld.	•	\$235 buye \$74 buyer
	Dairy Farm Hongkong a Bakery C	ind China	• 1	350 sales
	Campbell, N	loore and		\$21 buyer
معبدان	Bell's Asber Forn Agent United A	y, Ld	£. 1	1
	Oriental A	g'cy, Ld		\$11f selle
	Ld Universal Co., Ld	Trading		\$3 sellers \$20 sales
٠,٠	H.K. Stear boat Co.,	n Water- Ld	\$ 5	
	China Light Co., Ld Robinson I	& Power	\$ 20	\$20
3.	Ld Manila I	nvestment	\$ 50	

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The	એ lja	re 1	Harket.	•	HE HONGKONG. TEL.	Ī
Ľ	ATEST C	UOTAT	rows.	Andrew, Mrs. M.	Huke, Mr. A. N.	
	(Jui	10 2151).	10	Andrews, Mr. D. A. Angus, Mrs. Arnold, Mr. H.	Innes, Capt. Irving, Mr. E. N. Johansen, Mr. and Mrs.	
Compa	mics.	Paid up Capital.	•	Auld, Mr. J. S. Bailey, Mr. W. S.	Jones, Mrs. M. A. and infant	•
		nks.		Bell, Mr. and Mrs. O. M. D.	Joseph, Mr. & Mrs. E.S. Katsch, Mr. E. A.	
Hongkong hai Bani poration	cing Cor-		390 % premium	Benjamin, Mr. David Beringer, Mr. F. J. G.	Kiene, Mr. and Mrs. F. Kiene, Mr. A.	
The Hank				Black, Mr. J. Blase, Mr. F. Bonig, Mr. C. E.	King, Maj. H. S., R.E. Kirkwood, Mr. J. Littledale, R.E., Major	١
(Pieterone The Hank	of China		Nominal .	Brabazon, Mr. R. R. Brandreth, R.N., Lt. &	R. P. Long, Mr. & Mrs. D. M.	I
, , ,	Limited China	£ 4	£1	Mrs. Bremmer, Mr. and Mrs.		
🖹 🔯 Japan,	Limited		LS.5 buyers	M. Brown, Mr. C. R. Brown, R.E., Major W.	Marinas, Mr. L. Marlow, Mr. Menzies, Mr. Geo.	
National China, Ld		£ 8	\$27 buyers	B. Brown, Mr. J.	Miller, Mr. D. O'Brien, Mr. A. D.	
union las. S	ounders Marine Society of	Insurance	'\$15 sellers)⊍s.	Bruce, Mr. and Mrs. Brutton, Mrs. and child		
Canton, L China Trac	d	\$ 50	\$340 buyers	Burnie, Mr. C. M. G. Busustow, Mr. Caldbeck, Mr. & Mrs.	Posiries, Mr. H. Price, Mr. H. Rapp, Mr. F. A.	
Co., Ld North China	a Ins. Co.,			Cameron, Mr. D. H. Chrystal, Mr. and Mrs.	Reich, Mr. A. H. Richards, Mr. F. T.	
Ld Yangtsze In Ld	is. Assuc.		Tis. 180	Clark, Dr. & Mrs. F. Clarke, Mr. W. G.	Robertson, Mr. W. R. Robinson, Mr. V.	
Cánton Ins. (Straits (n.). (Office, Ld.	\$ 50	\$180 sellers	Cole, Mr. G. E. Colson, Mr. J. S. Cunningham, Mr. P. A.	Schouw, Mr. C. Secley, Mr. C. E. Seydler, Mr. R.	Ì
Hongkong	Fire Ins.	surance		1 1	Shields, Mr. C. E.	
Co., Ld China Fire Ld	Ins. Ca.,	•	\$340 buyers 5828 •	Dean, Miss R. A. Denroche, Mr. P. C.	Speyers, Mr. A. B. Stevens, Mr. H. Goyne	
Hongkong,	Shi	pping.	1001g	Discombe, Mr. G. M. Dorchill, R.A., Major Dow, Mr. W. S.	Stewart, Mr. E. H. Tanant, Mr. C. O. E. Taylor, Mr. D. G.	
Macko S Co., Limit	iteamboat ed	\$ 15	\$35 sellers	Duff, Mr. J. F. Dyson, Capt. P. S.	Thomas, Mr. Harry Tibbey, Mr. H. M.	I
Indo-Chin Navigation	n Co., Ld.	· . L 10.		Eastwood, Mr. J. E. Fernald, Mr. and Mrs.	Valentine, Mr.	١
China & Mai - Co., Ld Douglas - S		\$ 40	\$62 buyers \$52	Gainford, Mr. and Mrs. W. R.	vakeman, Mr. G. H.	
Co., Ld China Matu	•••••	. S 50	555 buyers	Gibson, Mr. Kennedy Glover, Mr. C. Goohers, Mr. E.	Watts, Mr. and Mrs. Frank W. Whiley, Mr. W. J. G.	
Col, Ed China Mutu	(Pref.) al S. N.	1 6 10	L12 buyers	Grant, Mr. John Griffin, Mr. A. E.	Whiley, Mrs. William Whitton, Mrs. M. M.	
Co., Ld.— China Mutt	ial S. N.	,	£12 buyers	Hall, Capt. T. P. Harding, Mr. II.	Wild, Lieut, and Mrs. Bagnall	
Co., Ld. Star Ferry		\$ 10 \$ 21	£7 buyers \$23 sales \$81 buyers	Harold, Mr. W. Hartmann, Mr. E.	Williamson, Mr. and Mrs. A. A. and child	
Shell " Trading C			£2 15/- sales	Hess, Mr. J. L. Howard, Mr. Thos. Howland, Mr. A. A.	Woollen, Mr. J. J. Yorke, Mr. A. D.	
Dhina Sugar	Refining	neries.			ESIDENTS AT THE	
- Co., Ld Luzon Sugar - Co., Ld	Rehning		\$144 buyers \$36 sales	PEAK	POTEL.	
Punjom Min	· Mi	ning.		Beattle, Mr. James Benjamin, Mr. S. S.	Martin, Mr. R. Miller, Mr. and Mrs.	
. L.d ,	ing Pre-	\$ 9	56} sellers	Bonnar, Mr. J. W. C. Brayne, Mr. H. F. R. Brusse, Mr. G.	Newall, Mr. Stuart G. O'Gorman, Col. The O'Gorman, Madam	١
leien obb	gaine des	\$ 1.	\$1,20	Cameron, Mr. Allan	Perrott, Col.	
Chariosan Tonkin Ingon Jime		fics, 250 20 cls	÷ 125 o cents sellers	C.M.G. Carrington, Miss	Polloi k, Mr. H. E. Prynne, Capt., R.A.M.C.	
elebu Min Tradit C	រណ្ឌ ស្រាវ		at sellers		Pryone, Mrs. Qusticos (1987)	
kaub - Maia "Mining Co	a Gold a Latan	18s. 10d.		Drion, Mr. F. Ellam, Mr. A. S. Ezekest, Mr. J. S.	Rouse, Mr. A. B. Rublec, Mr. W. A. (U. S. Consul of America)	
Dliver F Mines, Ld Dlivers F	$\ln A/h$	\$. 5	\$12	Ezekiel, Mr. R. M.	Rublee, Mrs. W. A., child and maid	
Mines, Ld Dooks	. B	\$ 5		Fraser, Mr. and Mrs. II. W.	Shellim, Mr. Edward Success, Mr. A.	
iongkon _k & pna Dock'	Wham- Co., Ld.	\$ 50 t	\$320 sellers	Marston, Dr. and Mrs.	Stokes, Mr. A. G. Thomson, Mr. J. S. Tomlin, Mr. G. L.	
Hongkong a Hoon Why Hown Co.,	rl & Goy.		\$104 buyers	Gumpert, Mr. and Mrs. Hughes, Col. G. A.	Wheeler, Mr. H. B. Wheeler, Lt. Col. J. L.	
Vanchai W & Storage	archouse Coultdo	\$ 37 1	nominal	Jeffreys, Mr. Jeffries, Mr. H. N. Lang, Dr. K.	Wilgress, Mr. W. T. Wright, Mr. and Mrs. H. Taylor	
Iew Amov I Ld Land	 .	\$ 61 0 Po	\$225 buyers	Lee, Mr. J. E.		
hina Provid & Storigay	The Louising		£9.85 sales	CRAIGII Anderson, Mr. Jas.	Helms, Mr. W.	
Iongkong i vestment (cand Inc		•	Beattie, Mr. and Mrs. J. M. Regue Mr. and Mrs.	T. H. B.	
Co., Ld Lowloon L.	and and.	. 1	\$199\ sales	Brown, Mr. and Mrs. H. Matheson Crouch, Mr. J. W.	Capt. and Mrs. P.	
Building (Vest Point Co., Ld	Building			Edwards, Mr. G. H. Forteath, R.I.M., Licut.	Rowand, R.I.M., Lt. A.	
Pkong Hote Priente Hote	d Co., Ld.; l Co., Ld.;	\$ 50	\$127 buyers \$60 sellers	G. N. Grimble, Mr. & Mrs. G.	Yeals, Mr. and Mrs. F. H.	
fumphrey's Finance C	u., 1 <u></u>	* 10	\$137 sellers	KOWLOON	HOTEL.	
Longkong Spinning,	Cotton;	ı Mills.		Baners, Mr. F.	MacGregor, Mr. J. W. Nobbs, Prof. A. P.	
& Dyeing Ewo Cotton	Co., Ld Spinning	\$100	\$8 buyers		Sadow, Mr. Louis \ Saxton, Mr. and Mrs. T. R.	
nternationa	1 Cotton		Tis. 50 sellers Tis. 40 sales	Dean, Mr. F.	Spittles, Mr. J. Williams, Mr. G. F.	
aou-kung-n ton Spin	now. Cot-1		i 15. 40 sales	ENDHA		•
Weaving Coy Soy Chee Cot	Co., Ld ton Spin-	Tls. 100	Tis. 50 buyers	H	ougkong, 21st June.	 -
ning Co., AhloongCo	Ld tton Spin- Ld	Tis. 500	Tis 300 sellers Tis 25 buyers	limk Bills	hic Transfer1/11]: , on demand 1/11 9/16	 - -
•	· Cigar C	ompanie	115, 35 odyers 1 51,500 sellers		months' sight 1/11 15/16 months' sight 2/0 1/16	
hilippine Trust Co.,	Tobacco	\$ 50	360	ON PARTS, Bank Bills, Credits, 4 t	on Jemand2.47} : nonths' sight2.51	
reen Island	i Cenioni Pracel	Titueons;	\$19\ sellers	DR NEW YORK, Bank Credita, 30	Bills, on demand477 days' sight481	
Co., Ld China-Borne L. S. Watso	o Co., Ld.	\$ 15	338 sellers	ON BOMBAY, Telegraph On deniand On Servicia VI. Telegra	d 1474	
Limited Vatkins, Lii	mited;	· 💲 10		ON TOKOHAMA, T.T.	days' sightnom.	
Iongkong Co., Limit Iongkong	ed::	\$ 10	112	Soweriges, Bank's Buyi Cold Lept 100 touch, pe	ing Rate	
tongkong Co., Limite Tongkong a	ed	\$ 5		Bar Silver	27 7/16	
Gas Co., I longkong I	.d Rope Ma-	£, to	\$135 buyers	optum que	OTATIONS,	
nufacturin Jeo. Fenwic -Ld	k & Co.,		\$175 sales \$55 sellers	New Patra	ongkony, 21st June\$989/990 per chest.	-
I'kong Ice I'kong Hi	Co., Ld. gh • Lovel	\$ 25	\$180 sales	Old Patna New fichares Old Benares		
Tramways Dairy Farm	Co., Ld. Co ., L d.	5 6	\$235 buyers \$77 buyers	Old Benares. New Malwa Old Malwa	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
longkong a Bakery Co ampbell, M)., Ld	∴ \$ 50	550 sales	Persian, paper tied		
Co., Ld Ball's Asbas	tos East-	\$ 10	\$21 buyers	VESSELS	IN PORT,	-
ern Agenc Inited A	ý. Ld	· £ 1	\$1,10	Steam	nors,	

	obeletal pri ur n.	
Mr. P. C.	Stevens, Mr. H. Goyne	INDEPENDENT, German steamer, 871, A. Haltz,
Mr. G. M.	Stewart, Mr. E. H.	19th June,—Saigon 15th June, General.—
:A., Major	Tanant, Mr. C. O. E.	Sander, Wieler & Co.
V. S	Taylor, Mr. D. G.	KAIFONG, British steamer, 1,024, G. H. Penne-
. F.	Thomas, Mr. Harry	father, 19th June,—Hoilo and Cebu 16th
ot. P. S.	Tibbey, Mr. H. M.	June, General.—Butterfield & Swire.
Mr. J. E.	Valentine, Mr.	KOH-SI-CHANG, German steamer, 1,291, Leuss,
r, and Mrs.		18th June, Bangkok 11th June, Rice.
Ir. and Mrs.	ren	Butterfield & Swire.
the transfer of	Wakeman, Mr. G. H.	KUMSANG, British steamer, 2,078, E. J. Buller,
. Kennedy	Watts, Mr. and Mrs.	17th June, -Singapore 12th June, General.
C.	Frank W.	-Jardine, Matheson & Co.
r. E	Whiley, Mr. W. J. G.	LYEEMOON, German steamer, 1,238, Th. Leh-
John	Whiley, Mrs. William	mann, 20th June,—Canton 19th June,
A, E.	Whitton, Mrs. M. M.	General.—Siemssen & Co.
T. P.	Wild, Lieut, and Mrs.	Muke Maru, Japanese steamer, 2,080, M.
r. II.	Bagnall "	Yagi, 20th June, - Moji 14th June, General.
. W.	Williamson, Mr. and	-Nippon Yusen Kaisha.
Mr. E.	Mrs. A. A. and child	MUNCHEN, German steamer, 4,691, Krebs,
. J	Woollen, Mr. J. J.	28th May,—Caroline Islands 15th May,
r. Thos	Yorke, Mr. A. D.	Ballast.—Melchers & Co.
4r. A. A.		OAK BRANCH, British steamer, 2,064, H.
· . 		Scheel, 12th June,—Mororan 4th June,
is and ri	ESIDENTS AT THE	Coal - Dodwell & Co., Ld.
	ROTEL.	PENARTH, British transport, 1,959, W. H. West,
· · · · · · · · · · · · · · · · · · ·		18th June,—New Zealand 13th May, Coal.
. James	Martin, Mr. R.	Government.
Mr. S. S. 🐪	Miller, Mr. and Mrs.	PERLA, British steamer, 1,287, G. Blaxland,
. J. W. C.	Newall, Mr. Stuart G.	19th June,—Manila 17th June, General.—
. H. F. R.	O'Gorman, Col. The	Shewan, Tomes & Co.
G.	O'Gorman, Madam	PHRA CHULA CHOM KLAO, German steamer,

Ballast.—Melchers & Co. OAK BRANCH, British . steamer, 2,064, H. Scheel, 12th June,-Mororan 4th June, Coal - Dodwell & Co., Ld. PENARTH, British transport, 1,959, W. H. West, · 18th June,-New Zealand 13th May, Coal. -Government. PERLA, British steamer, 1,287, G. Blaxland, 19th June, -- Manila 17th June, General. --Shewan, Tomes & Co. PHRA CHULA CHOM KLAO, German steamer, 1,011, R. Unsworth, 20th June,-Bangkok via Hoihow 12th June, General.—Buttern, R.N. field & Swire. H. E. POMPEY, American steamer, 785, J. H. Serive-R.A.M.C. ner, 21st Mar.,-Manila (8th Mar., Coal. 6. Mai 🕠 -U. S. Navy. RIOJUN MARU, Japanese steamer, 2,979, N. ۱. B. Ohno, 16th June, -Moji 11th June, Coal W. A. (U. and General.—Nippon Yusen Kaisha. fAmerica) ST. ENOCH, British dredger, 650, R. Rawcliffe, s. W. A. 30th May, - Wei-hai-wei 25th May. maid SANDAKAN, German steamer, 1,374, A. Brand-Edward stetter, 6th June,—Sandakan 1st June,

ARETHUSA, American transport, 2,132, See-

AUSTRALIAN, British steamer, 3,000, P. T.

Ballast.-U. S. Government.

combe, 19th June,—Manila 15th June,

Helms, 19th June,—Sydney 25th May, Brisbane 27th, Townsville 30th, Cairns

31st, Thursday Island 3rd June, Port Dar-

win 6th, Timor 8th, and Manila 15th,

Beechmann, 14th June,-Pussoerolan 6th

Weiss, 13th June, San Diego via Japan

June, Bangkok 7th June, Rice. Bradley

General.—Gibb, Livingston & Co.

June, Sugar. - Butterfield & Swire.

BEHJAMIN, KELLY & POTTS,

Colegiaph Address !! Blallo."

Tolephone Mai +481

Shere Brokers.

BABELSBERG, German steamer, 1,379, A.

BELGIAN KING, British steamer, 2,170, Thos.

23rd April, Coal. Butterfield & Swire,

BENLARIO, British stramer, 1,432, Kroble, 14th

Timber and General.—Melchers & Co. A. G. SIMONGAN, Dutch steamer, 1,818, Sandman, 17th April,-Samarang and Saigon 29th G. L. March, Sugar.-Yuen Fat Hong. TAIYUAN, British steamer, 1,459, R. Nelson, Col. J. L. 15th June,—Australia via Manila 13th June, General.-Butterfield & Swire. and Mrs. Sailing Vessels. Trefry, 29th May,-Manila 9th Ballast.—Order.

CELESTE BURRILL, British ship, 1,764, C. A HOLLISWOOD, American bark, 1,084, E. M Knight, 14th June,—Fremantle, W.A. 3rd May, Sandalwood.—Order. MARECHAL DE VILLARD, French bark, 1,171, Rional, 31st May,—Cardiff 4th Jan., Coals, -E. A. Trading Co.

SEA WITCH, American ship, 1,172, Howes, 21st Feb.,--Manila 18th Feb., Ballast.- Master. SUSSEX, British bark, 1,212, Guthrie, 17th May, -Freemantle 26th Mar., Sandalwood. Master.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, June 21st, 1901. Alacrity, despatch-vessel, 1,700 tons, 10 guns, 3.000 i.h.p., Comdr. G. G. F. M. Cradock, Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p.,

Comdr. E. D. Hunt, Shanghai. Arethusa, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 i.h.p., Capt. J. Startin, Woosung, Argonaut, 1st-class cruiser, 11,000 tons, 16,500 i.h.p., 16 guns, Capt. G. H. Cherry, R.N., Shangbai.

Astræa, 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. A. W. Paget, C.M.G., Aurora, 1st-class cruiser, 5,600 tons, 8,500 i.h.p., 12 guns, Capt. E. H. Bayly, C.B., Foochow,

Barfleur, 1st-class battleship, 13,000 tons, 14 guns, 13,163 i.h.p., Captain G. J. S. Warrender, Nagasaki. Blenheim, 1st-class criuser, 9,000 tons, 12 guns, 21,411 i.h.p., Capt. Henderson, C.M.G.,

guns, 9,000 i.h.p., Captain G. G. Sawle, en route Home. Bramble, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut, and Comdr. F. M.

Leake, Wuhu. Brisk, 3rd-class cruiser, 1,770 tons, 6 guns, 5.600 i.h.p., Commander Sir Bourchier Wrey, Bart., Hankow. Britomari, 1st-class gunboat, 710 tons, 1,300

i.h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Foochow. Centurion, 1st-class battleship, 10,500 tons, 14

Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p. Capt. Wm. C. Pakenham, Hongkong. Dido, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 i.h.p., Capt. Tillard, Shanghai. Endymion, 1st-class cruiser, 7,350 tons, 12,000 | Silatch, Russian gunboat, 4 guns, 1,200 h.p.,

i.h.p., 12 guns, Capt. A. W. Paget, Hong. Esk, coast desence gunboat, 363 tons, 3 guns; 200 i.h.p., Lieut.-Comdr. F. Blunt, Chin-

Fame, twin screw, torpedo-hoat destroyer, 360

tons, 6 guns, 5,400 i.h.p., in reserve, Firebrand, 3rd class gunbont, 455 tons, 4 guns, /360 i.h.p., Canton. Glory, 1st-class battleship, 14,850 tons, 16 guns, 13,500 i.h.p., Captain F. S. Inglefield.

Gollath, 1st-class battleship, 12,950tons, 16guns, 13,500 i.h.p., Capt. L. Wintz, Shanghal. Handy, twin screw, torpodo boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., in reserve Howl, twin screw, torpedo-boat destroyer, 200 G. C. Handy,

BENLAWERS, British steamer, 1,483, J. D. Hermione, 2nd-class cruiser, 4,560 tons, 10 Humber, storeship, 1,640 tons, 800 i.h.p., Com.

and Singapore 12th June, General,-Gibb. H. J. Davison, en route Shanghai. BURNSIDE, American steamer, 1,400, A. H. Lafflin, 14th April,-Manila 11th April, Isis, 2nd-class cruiser, 5,650 tons, 11 guns, 9,600 i.h.p., Capt. Charles Windham, Wei-M. A. and COPTIC, British steamer, 2,744, J. H. Rinder, R.N.R. 19th June,—San Francisco 21st

Janus, torpedo-boat destroyer, in reserve. May, Honolulu 28th, Yokohama 11th Linnet, gun-vessel, 756 tons, 2 heavy guns, June, Kobe 12th, Nagasaki 14th, and 6-pounders, 870 i.h.p., Commander W. W. Shanghai 17th, Mails and General.—O. & Smythe, Singapore. Lizard, 1st-class gunboat, 715 tons, 6 guns, 870 i.hp., Lieut.-Comdr. J. C. Watson,

Ogata, coth June,-Swatow 19th June, Ocean, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Hon. A. G. Curron Howe, 16th June, -- Moji 11th June, General. --C.B., C.M.G., A.D.C., Woosung. Orlando, 1st-class cruiser, 5,600 tons, 12 guns, DEVONSHIRE, British steamer, 2,364, A. Coull,

8,500 i.h.p., Capt. J. H. Burke, C.B., Shang-Otter, torpedo-boat destroyer, Lieut, and Com.

C. P. Mansel, Shanghai. Phanix, sloop, 1,015 tons, 6 guns, 1,400 i.h.p. Comdr. W. H. Nicholson, Tientsin. Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Comdr. J. F. E. Green, S'pore.

Pique, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt, H. C. Reynolds, FAUSANG, Britishsteamer, 1,410, A. A. Mitchell, | Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. V. de M.

HAITAN, British steamer, 1,183, J.S. Roach, Redpole, 1st-class gunboat, 855 tons, 6 guns, 1,200 i.h.p., Lieut.-Com. C. F. Corbett, Shanghai. Robin river-gunboat, 2 guns, Lieut.-Comdr. G.

Cowper, Shanghai.

Hyson, British steamer, 2,276, J. A. Davies, G. Webster, West River. 20th June, -- Singapore 15th June, General. Rosario, sloop, 980 tons, 6 guns, 1,400 i.h.p., Com. C. Hamilton, en route Singapore. Sandhiper, British river-gunboat, 2 guns, Lt.,

Comdr. Carr, West River. Snipe, river-gunboat, 85 tons, 2 guns, 140 i.h.p., Lieut, and Commander Oldham, Yangtsze. Swift, 2nd-class gunboat, 756 tons, 6 guns,

870 i.h.p., Hongkong. Taku, torpedo-boat destroyer, 250 tons, Lieut. Comdr. C. P. Beaty-Pownall, Hongkong. Talbot, 2nd-class cruiser, 5,600 tons, 8,000 i.h.p., Capt. F. G. Stopford, Hongkong. Tamar, receiving ship, 4,600 tons, Commodore

Powell, C.B., Hongkong. Terrible, 1st-class battleship, 14,200 tons, 30 guns, 25,000 i.h.p., Capt. Percy Scott, C.B.,

Hongkong. Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong. Waterwitch, surveying-ship, 620 tons, Lieut. Comdr. Lyne, Manila.

Whiting, twin, screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 i.h.p., Lt.-Comdr. Mackenzie, D.S.O., Shanghai. Wivern, coast defence ship, 2,750 tons, 4 guns,

1,000 i.h.p., Hongkong. Woodcock, river-gunboat, 2 guns, 560 i.h.p., Lieut.-Comdr. Watson, Kiukiang. Woodlark, river-gunboat, 2 guns, 550 i.h.p., Lieut. Comdr. H. E. Hillman, Yangtsze.

Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class

Miscellaneous.

Aspern, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.

Donau, Austrian cruiser, 2,340 tons, Captain Victor Bless.v. Sambuchi, Singapore. Holland, Dutch cruiser, 8 guns, 3,900 tons, 9,250 i.h.p., Capt. S. N. Sybrandi, Swatow. Kaiserin Elisabeth, Austrian cruiser, 8 guns, 1,500 tons, 9,000 i.h.p., Capt. M. V. Elisenan, Shanghai.

Koningin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,600 tons, 5,900 i.h.p., Capt: J. P. Rossunn, Swatow. Leopard, Austrian cruiser, 1,600 tons, Captain Müller, Saigon.

Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao. Maria Theresa, Austrian cruiser, to guns,

5,900 tons, 9,755 i.h.p., Capt. V. Bless Ritter v. Sambuchi, Shanghai. Plet Hein, Dutch cruiser, 5 guns, 3,600 tons, 4,736 i.h.p., Capt. Jansen, Taku.

Zaire, Portuguese gunboat, 600 tons, Captain Mello, Hongkong. Zenta, Austrian cruiser, 2,500 tons, Captain Skala, Shanghai.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron. Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovleff, at Nagasaki. Admiral Nakhimoff, Russian armoured cruiser,

28 guns, 9,000 tons, 8,000 i.h.p., Capt. Vserolojsky, at Tientsin. Aleout, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elkisky, at Nagasaki.

Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Taku. Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p.,

Comdr. Sharon, at Taku. Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Screbrennikff, at Taku. Gremiastchy, Russian armoured cruiser, 1,492

tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Taku. Koreyetz, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silmann, at Taku. Mandjour, Russian cruiser, 1,213 tons, twin

screw, 14 guns, 1,500 h.p., Capt. Yakoveff, at Nagasaki. Navarin, Russian battleship, 10,000 tons, to

guns, 9,000 h.p. Capt. Yenish, at Nagasaki. Nayerdnik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki. Bonaventure, and class cruiser, 3,000 tons; 18- Otvasny, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain

Coprianoff, at Nagasaki. Petroparlovski, Russian battleship, 12,000 tons, Capt. Grevais, at Nagasaki. Polstava, Russian battleship, 10,960 tons, 11,255 i.h.p., 16 guns, Capt. Orgeroff, at

Nagasaki. Rossia, Russian armourd cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojiroff, at Nagasaki. Rosbayntk, Russian cruiser, 1,330 tons, 1,786 h.p., 11 guns, Capt. Komaroff, at Singapore.

guns, 9,000 h.p., Capt. J. R. Jellicoe, R.N., Rurik, Russian flagship, 10,940 tons, armoured twin. screw cruiser, 1st class, 48 guns, Albany, U.S. cruiser, 3,500 tons, Comdr. J. E. 13,500 h.p., Capt. Haupt, at Port Arthur. Sevastopol, Russian battleship, 10,900 tons, Bennington, U.S. gunboat, 1,710 tons, 6 guns, 13,600 i.h.p., 16 guns, Capt. Meleusky, at

> Capt. Barronoff, at Nagasaki. Sissoi Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 i.h.p, Capt. Mollas, at Taku... Stvoutch, Russian gunboat, '950" tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki,

Sweaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns 2 torp tubes 780 h.p., speed-10.7 knots. Vladimir Monomach, Russian cruiser, 6,000

tons, ... 16 guns, Prince Ouchtomsky, at Port Arthur. Vostock, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki. Vsadnik, Russian torpedo boat, 400 tons, 18, 16 Mentz, at Manila.

guns; twin screw, 1,500 h,p., Capt. Rogulia, tons, 6 guns, 4,000 i.h.p., Lieut. and Com. Zablaka, Russian cruiser, 1,230 tons, 20 gons, 2,000 h.p., Capt. Shkruff, at Magasaki.

(ist and 2nd class.) guns, 9,000 i.h.p., Capt. R. S. D. Cumming, Delphin, Russian torpedo boat, 350 tons, Capt. Novakovsky, at Shanghai. Forth, Russian torpedo boat, 23 tons, I gun, 220 h.p., 16 knots.

Jantchichi, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots. Kasatka, Russian torpedo boat, 350 tons, Capt. Mouravieff, at Shanghai.

Kil, Russian torpedo boat, 350 tons, Captain Kivnarsky, at Shanghai, Nargen, Russian torpedo boat, 85 tons 4 guns, , 1,200 h.p., 22 knots.

Novorossisk, Russian torpedo boat, 87 tons, 4 guns, 2,900 h.p., 22 knots. Podorosnik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots. Sisik, Russian torpedo boat, 23 tons, 1 gun, 220

h.p., 16 knots. Skai, Russian torpedo boat, 350 tons, Captain Smirnow, at Shanghai, Skorpion, Russian torpedo boat, 23 tons, 1 gun,

220 h.p., 16 knots. Sootchena, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots. Som, Russian torpedo boat, 400, Capt. A Giers, at Shanghai.

Sterlaid, Russian torpedo boat, 23 tons, 1 gun, 50 1 220 h.p., 16 knots. Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sunguri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA

(SEA GOING.) Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 21 Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.

Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots. Flagship of Vice-Admiral Alexeieff.

* Flagship of Rear-Admiral F. V. Dubossoff. 1 Flagship of Rear-Admiral Recupost.

THE GERMAN SQUADRON.

Brandenburg, German battleship, 10,100 tons, 40 guns, Capt. Zur S. Rosendahl, at Woo-

Bussard, German cruiser, 1,600 tons, 8 guns, Comdr. von Bassewitz, at Shanghai. Fürst Bismarck, German flagship, 11,000 tons, 36 guns, Capt. Graf Lottke, at Taku. Gefion, German cruiser, 4,109 tons, 10 guns, 9,000 h.p., Capt. Rollmann, at Amoy. Geier, German cruiser, 1,600 tons, 8 guns,

Capt. Bauer, en route Shanghai. *** Hansa, German cruiser, 6,800 tons, 30 guns, Capt. Paschen, at Woosung. Hela, German despatch-vessel, 2,000 tons, 12 Capt. Rampold; at Woosung.

Hertha, German cruiser, 6,000 tons, 30 guns, Capt. von Usedom, at Shanghan Illis, German gunboat, 1,000 tons, 10 guns, Lieut.-Comdr. Sthamer, at Shanghai. Irene, German cruiser, 4,200 tons, 8 guns, 2,930 h.p., Capt. Stein, at Nagasaki. Jaguar, German gunboat, 900 tons, 10 guns,

Capt. Berger, at Pakhoi. Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 p.h., Capt. Gülich, at Amoy. ** Kurfürst Friedrich Wilhelm, German battleship. 10,100 tons, 40 guns, Capt. von Holzendorff, at Woosung.

Luchs, German gunboat, 850 tons, to guns, Comdr. Daehnhardt, at Shanghai. Schwalbe, German cruiser, 1,120 tons, 8 guns, Comdr. Buerner, at Hankow. Seeadler, German cruiser, 1,600 tons, 8 guns,

Comdr. Schack, at Amoy. Tiger, German gunboat, 900 tons, to guns, Comdr. von Mittelstädt, at Shanghai. Weissenburg, German battleship, 10,100 tons, 40 guns, Capt. Hofmeler, at Amoy. Warth, German battleship, 10,100 tons, 40

guns, Capt. Borkenhagen, at Taku. K. F. Wilhelm, German battleship, at Naga-No. 90, German torpedo-boat, 320 tons, Capt. Hoepfmer, at Shanghai.

No. or. German torpedo-bont, 360 tons, Capt. Lieut. Pülien, at Shanghai. No. 02, German torpedo-boat, 320 tons, Capt. Fluinrich, at Shanghai. * Flagship of His Excellency Vice-Admiral Bendemann.

** Flagship of Rear-Admiral Geissler. *** Flagship, Rear-Admiral Kirchhoff.

THE FRENCH SQUADRON. Alonette, gunboat, 200 tons, Lieut.-Comdr.

Belloy, at Nagasaki. Amiral Charner, 2nd-class cruiser, 4,750 tons, Capt. Bachine, Japan.

Bengali, 2nd class dispatch-boat, Lt.-Comdr De La Croix de Castries, at Nagasaki. Chasseloup Laubat, 2nd-class cruiser, 4,000 tons, 9,000 i.h.p., 18 guns, Capt. Espinay St. Luc. at Foochow. Comete, gunboat, 600 tons, Capt. Louel, at

Decidee, gunboat, 690 tons, Capt. Maresubette, D'Entrecasteaux, 1st class cruiser, 8,100 -tons, 26 guas, 13,500 i.h.p., Capt. de

Marolles, at Taku. Descartes, and class protected cruiser, 4,000 tons, 36 guns 631 f.h.p., Captain Saulne, at Swatow.

Eure, Dispatch-transport, Capt. Vallée, at Friant, gunboat, 693 tons, Capt. Adam, en route Japan. Guichen, 1st-class cruiser, 9,000 tons, Capt. 'Perem, at Shanghai.

Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Aubin, at Taku. Kersains, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 i.h.p., Capt. de la Motte du

Pontail, at Saigon. Lion, gunboat, 500 tons, 8 guns, 576 h.p., Capt. .Frost. at Taku. Pascal, 2nd-class protected cruiser, 4,000 tons,

36 guns, 9,000 i.h.p., Capt. M. Motet, at Surprise, gunboat, 700 tons, 10 guns, 860 i.h.p., Capt. Mornet, at Taku. Ville D'Alger, monitor, 944 tons, Captain

Bomessaur, at Hongkong. Vipere, gunboat, 400 tons, Captain G. del Willeneuve, at Saigon. * Flagship of Vice-Admiral Courrejolles.

THE AMERICAN SQUADRON.

Craig, at Manila. 3,436 h.p., Comdr. C. H. Arnold, at Hong-

Brooklyn, Flagship, U.S. cruiser, 9,215 tons; Capt. C. M. Thomas, Shanghai. Callao, U.S. gunboat, 137 tons, r gun, 55 h.p., Licut. Com. G. B. Bradshaw, at Manila, Castine, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Shanghai. Celtic, U.S. supply-ship; 6,428 tons, 1,890 h.p., Comdr. C. T. Forse, at Manila. Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405

h.p., Comdr. H. G. D. Colby, at Manila. Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila. Don Juan de Austria, U.S. gunboat, Capt. T. C. McLean, at Manila. Glacter, U.S. supply-ship, Lleut-Comdr. A.

Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. R. K. Moore, at Manila. Tels, U.S. distilling-ship, 1,750 tons, 1,300 irp., Cupt. J. J. Manny, at Hongkong,

Isla de Luxon, U.S. gunboat, 1,330, Comdr. V. B. Bleecker, at Manila. Kentucky, U.S. battleship, 11,500 tons, Capt.

Chester, at Manila. Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut. Comdr. A. P. Narro, ar Manila. Marietta, U.S. gunboat, 1,000 tons, 1,500 i.h.p., 12 guns, Comdr. E. H. Gheen, at Canton. Monadnock, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. O. W. Farenholt, at Shanghai.

Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Taku. Monterey, U.S. double-turret monitor, 4,090

tons, 4 guns, 5,244 h.p., Comdr. G. W. Pigman, at Canton.

Nashville, U.S. cruiser, Comdr. R. P. Rogers, at Nagasaki. Newark, U.S. cruiser, 4,600 tons, Comdr. Mc-Calla, en route Home.

New York, U.S. cruiser, 4,083 tons, Capt. B. McCullam, at Manila. . Oregon, 1st-class U.S. battleship, 10,280 tons, 16 guns, 11,111 h.p., Capt. F. W. Dickens, U.S.N., at Woosung.

Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Manila. Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Com. Harry Knox, at Shanghai. Scindia, U.S. cruiser, 7,500 tons, Comdr. J. M.

Miller, U.S.N., at Hongkong, Solace, U.S. cruiser, 5,000 tons, Comdr. Demlap, at Shanghai.

Wheeling, U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p., Com. W. T. Burwell, at Manila. Wilmington, U.S. cruiser, 2,222 tons, Capt. C. O. Allibone, at Hongkong.

Yorktown, U.S. gunboat, 1,710 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila. Yosemite, U.S. converted cruiser, 0,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide. at

Zafiro, U.S. dispatch-vessel, 674 tons, Capt. I A. Cotten, at Manila.

THE ITALIAN SQUADRON.

Calabria, Italian cruiser, 2,946 tons, Capt. C. Cantelli, Shanghai. Elba, Italian cruiser, 2,720 tons, Capt. Cecconi,

Fiermosca, Italian cruiser, Capt. Carlo Negri, Stromboli, Italian cruiser, 3,800 tons, Captain

Cecconi, Shanghai: Vetter Pisani, Italian cruiser, 6,700 tons, Capt. V. Onofrio, Shanghai.

RIVER STEAMERS, SCHOONERS, AND LORCHAS.

Fatshan, British steamer, 1,425, Lossius, -Hongkong, Canton, and Macao Steamboat Ho-nam, British steamer, 1,377, H. D. Jones,

-Hongkong, Canton, & Macao Steamboat Powan, British steamer, 1,873, A. N. Patrick,-Hongkong, Canton, and Macao Steamboat

Hankow, British steamer, 2,252, C. V. Lloyd,-Butterfield & Swire. Hoi-tong, Chinese steamer, 409 tons, Captain

Tai-on, British steamer, 728, J. Lawrence, -Taj On Steamship Co. Pak Kong, British steamer, -- Kwong Wan S.S.

Kong Nam. British steamer, T. Austin, R.N.R., -Chinese Owned. .

Hongkong and Macao. Heungshan, British steamer, 1,05 4- W. E. Clarke,-Hongkong, Canton and Mactor

Steamboat Co. Maono and Canton. Lungshan, British steamer, 191. G. F. Morrison, R.N.R., - Hongkong, Canton and Macao Steambar Co.

kenzie, China Merchant Steam Navigation Co. Canton and West River. Eungkiang, British steamer, 141, R. D. Thomas,

Kianglung, Chinese steamer, 503, R. J. Mac-

-Hongkong, Canton and Macao Steamboat Ca. City of Whampou, Chinese steamer, 40,-Ah

Sun Chow, Chinasa steamer, -Ah Yon.

Hongkong and West-River. Saikong, British steamer, 259, D. Bowie,-Kwong Wager Steamship Co. Cheung Kong, Y. Kun, 58,-Kwong Wan S.S.

Kwai Lum, British steamer, - Kai Hing & Co. Lil. American lorcha. Nanning, British steamer, J. J. Lossius, Hong-

kong, Canton and Macao Steamboat Co., -J. M. & Co. and B. & S. Lorchas and Schooners.

Kutsing, lorcha, 160, Reynolds, Hongkong to Canton,-Hung Kum Sing.

5 Mail will close:-

For Canton-Per Hankow, to-morrow, the 22nd instant, at 7.30 A.M. For Singapore, Colombo and Bombay-Per Milke Maris, to-morrow, the 22nd instant, at For Europe, &c., India, via Tuticorin-Per

Parramatia, to-morrow, the 22nd instant, at II A.M. For Macao-Per Heungshan, to-morrow, the 22nd instant, at 12:15 P.M. For Swatow, Amoy and Foochow-Per Hai-

tan, to-morrow, the 22nd instant, at 2 P.M. For Shanghai-Per Lycemoon, to morrow, the 22nd instant, at 2 P.M. For Singapore-Per Fausang, to-morrow,

the 22nd instant, at 2 P.M. For Swatow, Amoy and Tamsui-Per Daijin Maru, to morrow, the 22nd instant, at 5 P.M. For Canton-Per Powan, on Sunday, the ...

'23rd instant, at 9 A.M. ', For Kumchuck and Samshui-Per Tungkong, on Sunday, the 23rd instant, at 9 A.M. For Shanghai, Moji, Kobe, Yokohama, Victoria, (B.C.) and Scattle, (U.S.A.)-Per Riofun Maru, on Monday, the 24th instant, at

For Manila—Per Perla, on Monday, the 24th For Shanghai-Per Whampoa, on Monday,

the 24th instant, at 4 P.M. For Singapore, Penang and Calcutta-Per Kumsang, on Tuesday, the 25th inst., at 2'P.M.,

For Nagasaki and Wladivostock-Per Daphne, on Tuesday, the 25th instant, at 2 P.M. For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver-Per Empress of India, on Wednesday, the '26th instant, 'at For Shanghai, Nagasaki, Kobe, Yokohama.

Honolulu and San Francisco—Per Copile, on Wednesday, the 26th instant, at 3, P.M. For Europe, &c., India, via Tuticorin-Per-Suchsen, on Thursday, the 27th inst. atixi A.M. For Iloilo and Cebu-Per Chinklang, on Thursday, the 27th instant, at 4 P.M.

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